CYCLE NEWS®

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Fastline/MCM Racing wins Daytona Endurance race

Kiedrowski, McGrath overall winners at Gatorback National MX Series opener

Doug Chandler interview

Cherokee National Enduro

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IN THE WIND By Papa Wealey

Jay Springsteen was the overall winner of the two-leg BMW Battle of Legends at Daytona International Speedway on Monday, March 1. The three-time Grand National Champion won the first leg and finished second to **David Aldana** in the second leg. Aldana combined that win with a third place finish in the first leg to earn second overall honors. **Yvon DuHamel** was third overall with a 2-3 performance, **Gary Nixon** was fourth with a 4-4 tally, and **Phil Read** was fifth thanks to two fifth place finishes.

National Hare & Hound Champion **Danny Hamel** (Kaw) scored the overall win in round two of the AMA National Championship Hare & Hound Series at St. George, Utah, February 28. Hamel, who won the series opener in California on January 24, was followed across the finish line by **Greg Zitterkopf** (KTM). **Brandon Gerber** (Kaw) finished third, **Jimmy Lewis** (Kaw) was fourth and **Ted Hunnicutt** (Kaw) fifth.

Craig Decker (Kaw) and **Rick Ryan** (Yam) were the top guns at the final round of the GFI Winter MX Series South at Perris Raceway, in Perris, California, February 28. Decker scored the win in the 125cc Pro class ahead of **Chris Young** (Suz) and **Dana Wiggins** (Hon), while Ryan recorded the 250cc Pro class win ahead of Decker and Young.

Robbie Reynard (Kaw) was crowned 125 and 250cc class champion at the final round of the AMA National Arenacross Series in Denver, Colorado, February 27-28. On Friday night, **Mike Jones** (Suz) scored the wins in both the 125cc and 250cc classes, while Reynard matched Jones' performance on Saturday night. In the series points standings, Reynard topped the final 125cc class point standings with 173 points, followed by **Billy Whitley** (Hon) with 113, and **Dennis Hawthorne** (Kaw) with 109. In the 250cc class, Reynard wrapped up the title with 129 points; Whitley again finished second with 109, and Hawthorne third with 104.

Pre-Daytona Cycle Week dirt track action saw **Dan Ingram** (Hon) win the Expert main event on the half mile oval at Jacksonville, Florida's Jax Raceway on Saturday, February 27. **Jason Fletcher** (Rtx) was second and **Greg Sims** (Rtx) finished third in the AMA-sanctioned event.

Dirt track racers took to the pavement on Sunday, February 28, in the MARS Half Mile at Volusia County Speedway in Barberville, Florida. **Will Davis** (Rtx) was the winner of the 600cc main event with **Terry Poovey** (Rtx) finishing second and **Steve Beattie** (Rtx) third. **Mike Hale** (H-D) was the winner of the 883 class main event.

Lance Smail, who was injured in a first-turn crash at the Gatorback 125cc National MX in Gainesville, Florida, February 28, is resting comfortably at the North Florida Medical Center in Gainesville. Smail, from Maple Valley, Washington, suffered a concussion and spent the night in intensive care. On Monday, March 1, Smail was taken out of ICU but will remain hospitalized and under observation for two days. Smail hopes to compete at the March 6 Daytona Supercross.

Britt Turkington, Randy Renfrow, Mike Smith and **Tom Kipp** have been reinstated into the final results from the opening round of the AMA National Championship Road Race Series at Phoenix International Raceway on February 15, following a lab report that found no performance enhancing additives in their fuel samples. According to **Roy Janson** of the AMA, the lab reports on the fuels that failed to pass an AMA field test at the race track came back negative. The AMA has reinstated the riders and no punitive action has been taken, although the riders will be responsible for paying for the lab tests. Turkington will be credited for finishing second in the AMA/CCS 600cc Supersport final, with Renfrow third and Smith fourth. Both Smith and Kipp, who finished seventh and eighth, respectively, in the Superbike National before being disqualified, will also be credited with those finishes.

Marlboro-backed **Kenny Roberts Jr.** (Yam) finished second in the opening round of the Ducados Spanish Open road race series in Albacete, Spain, February 28, losing out to Spaniard **Luis D'Antin** (Hon) by only .016-of-a-second. Third place went to Roberts' Spanish teammate **Sete Gibernau** (Yam). Former multi-time World and National MX Champion **Jean-Michel Bayle** (Apr) finished 10th. The 125cc class was won by German **Dirk Raudies** (Hon) from Spaniard **Carlos Giro** (Apr) and Italian **Stefano Perlugini** (Apr).

Spanish pre-race favorites **Alberto Puig** and **Carlos Cardus** were both no-shows at the first round of the Ducados Spanish Open. Puig missed the race because of surgery to a finger he broke at the recent IRTA tests in Jerez, and Cardus was a no-show because his mechanics had already left Spain for a test session in Malaysia.

Alberto Puig, who rides a factory Honda NSR250 in a team owned by former World Champion **Sito Pons** and sponsored by Ducados, has switched back to Dunlop tires after unsuccessfully trying to come to terms with Michelins during off-season testing.

Libby Collins of Tallahassee, Florida, is the winner of our **Guy Cooper Suzuki Sweepstakes**. Cooper drew Collins' name at the February 28 Gatorback National MX at Gainesville, Florida. Collins' will be enjoying a 1993 Guy Cooper-replica Suzuki RM250. Congrats, Libby!

Kevin Atherton seems to finally have his 1993 plans secure. The Michigan racer tells Papa that beginning with the April 18 opening round of the AMA/CCS 750cc Supersport Series at Laguna Seca Raceway, he will contest the series aboard his personal Yoshimura-tuned Suzuki GSXR750. "I was originally going to buy a bike from a dealer and have it worked on, but it's easier to just get the bike race-ready directly from Yoshimura," said Atherton. "Plus, I'm good friends with **Thomas Stevens**, and he rides for them. They've been talking about including me in their pre-race testing sessions at Laguna. I'm really excited."

But what about the **Harley-Davidson superbike** that **Kevin Atherton** hopes to race? As a member of the factory Harley-Davidson dirt track team from 1989 through last season, Atherton looks to be the likely candidate to race the 1000cc water-cooled V-twin-powered motorcycle that is scheduled to arrive in time for the '94 race season. "I expect to sign a retaining contract with Harley-Davidson sometime during Camel Cycle Week ," said Atherton. "They have one complete bike made, and it's been put together, dyno-tested and torn down about a dozen times. They haven't had it on the track yet, though. I think the biggest thing in the factory's way now is that they have to make 25 of them so they can be homologated. In the meantime, I'm going to race my Suzuki and get some experience under my belt." According to Atherton, **Al Stangler**, his former dirt track tuner has been appointed as the official mechanic for Harley's superbike effort, and will spend the '93 season traveling to all of the road race Nationals to "check things out." "Al has a little video recorder and everything," said Atherton. "The factory said that he can help me out with my bikes a little, but he's going to be at the races primarily to watch and learn the ropes."

Not one to forget his roots, **Kevin Atherton** will also compete in selected AMA Grand National dirt track races. At the season-opening Daytona Short Track, as well as the next three rounds - Sacramento Mile, San Jose Mile and Pomona Half Mile, Atherton will fill in for the injured **Larry Pegram** on the Texas Harley-Davidson/Sponseller Racing team. "**Skip Eaken** gave me a call after Larry got hurt and offered me the ride," said Atherton. "I asked the factory if it was okay and they thought it was a good idea. Skip is a good tuner and the bike is fast." In addition to the dirt track races that he will fill in for Pegram at, Atherton plans to compete in the Springfield Mile, Indy Mile and Lima Half Mile. "At those races, I'll be aboard a factory Harley-Davidson with Al (Stangler) tuning for me," said Atherton. "There aren't any conflicting road races that Al has to go to and watch, and they aren't too far from the factory (in Milwaukee, Wisconsin)."

Advanstar Expositions will market and promote the **Sturgis Rally and Races** which will take place in Sturgis, South Dakota, August 8-13. The newly completed Sturgis Community Center will be the site of the **Sturgis Motorcycle Expo** which Advanstar will be marketing and selling booth space and sponsorships for. Advanstar is the producer of the annual Cincinnati trade-only show.

Speaking of Cincinnati, among the celebs signing autographs at the February 20-22 show were World Superbike Champion **Doug Polen**, five-time World 500cc MX Champion **Roger DeCoster**, Harley-Davidson Twin Sport Champion **Scott Zampach**, NHRA Pro Stock drag racer **Steve Johnson**, former National Championship and Grand Prix road racer **Mike Baldwin**, and former Grand National Championship Series dirt tracker **Tammy Jo Kirk**. Although Papa spent a lot of time in the ***Cycle News*** booth at the show, the only person who asked him for his autograph was the waitress at the rib joint in an alley that seemingly everyone from the show flocked to each evening. The waitress wanted the signature on a credit card charge slip.

Cycle World magazine has published **American Big Twin; The All-Harley Magazine**, a special one-off magazine devoted to, natch, Harley-Davidsons. "American Big Twin fills the broad gap between mainstream motorcycle magazines and existing Harley-specific magazines by taking a more detailed and high-quality approach to the Harley riding and owning experience," said **Larry Little**, vice president and publisher of Cycle World.

American Suzuki has announced details on their 1993 **road race contingency programs**. Once again, Suzuki will post over $380,000 for Suzuki riders finishing first through 10th at 73 Suzuki National Cup Series events held nationwide. An additional $60,000 is posted for the Suzuki Cup Final, traditionally held in conjunction with the WERA Grand National Finals at Road Atlanta. Suzuki will also continue to provide contingency funding for AMA/CCS National Supersport events, WERA Supersport and Formula USA races, and both AMA/CCS and WERA Endurance Series races. In all, over $700,000 has been posted for road race contingency programs.

Papa likes nothing better than to have an excellent adventure and for that reason here's a free plug for **Rick & Dave's Excellent Adventure Road Racing School**. **Rick Breuer** and **Dave Doe** will kick off their series of '93 schools with a two-day session at Michigan's Grattan Raceway over the April 10-11 weekend. In addition to other schools held at Grattan, they'll conduct sessions during the season at Blackhawk Farms Raceway in Rockton, Illinois. For more information, call Rick at 414/327-0140 or Dave at 414/461-0116.

Once again **Willow Springs Motorcycle Club** and **Toyota** will conduct a drawing that will see one lucky Formula 1 entrant win a new 1994 Toyota pickup truck. Additionally, entrants in each of the **Toyota/Budweiser Cup Unlimited Road Race Series** rounds will have a chance of winning a new Suzuki GSXR1100 superbike. The top 10 finishers in each Unlimited race at the southern California track will receive an entry in the Toyota truck drawing, and starting at the March 21 race, riders finishing in the 11th through 20th positions will receive an entry in the Suzuki drawing. The superbike will include aftermarket racing carbs, exhaust system, rear shock and racing slicks, plus full bodywork from Air Tech. For more information, call 805/256-1234.

Due to extremely cold weather, the **Long Island Sports Committee** canceled its '93 season opening MX that was scheduled to take place at **Bridgehampton Motorsports Park** on February 27. The race has been rescheduled for March 14. For more information, call 516/728-7727. Come on summer!

A large number of **dirt bikes** were **stolen** in the greater Atlanta metro area on Saturday night, February 20. Seventeen thefts were reported to law enforcement agencies and it's believed that the thefts are the work of an organized group. In most of the cases, phone lines to the homes were cut and the bikes stolen while the owners were asleep.

For those who are interested in riding Acerbis Adventure's Nevada Rally this August, but who have questions as to exactly what rallies are and how they operate, Acerbis USA's **Bill Berroth** will hold an information session at 3 p.m. on Friday, March 12, the day before the Tecate Enduro in Tecate, Mexico. The informal meeting will be held at the Acerbis van in the enduro pits, and refreshments will be

available. For information, call 619/562-1440.

Belgian **Jacky Martens** will again be campaigning a Husqvarna four-stroke in the 1993 World Championship 500cc MX Series, but Cagiva recently dispelled rumors that Martens' countryman, World Champion **Georges Jobe**, would also ride a Husky thumper this season. Jobe wanted to contest just select rounds, and Cagiva officials say they would hire him only if he was committed to a full season of Grand Prix racing. The bike that Martens will ride reportedly features a special lightweight chassis, magnesium crankcases and a top-secret trick ignition system.

Speaking of Husqvarna thumpers, **Cagiva** is said to be planning to release brand-new 350 and 610cc four-strokes for 1994. The engines will feature a right-side kickstarter and clutch, with the top ends being nearly identical to those on the current models. The frame on both bikes is based on the current two-stroke chassis, doing away with the air box that currently forms the side of the motorcycle, and placing it in the conventional location.

Dr. Bob Meister will be out of action for eight weeks after snapping his left clavicle on the third lap of the Expert Middleweight Superbike race at Daytona International Speedway on February 28. Meister lost the front end going into turn one at, he estimates, about 160 mph. "I leaned over, just got off the gas and on the brakes, and it bottomed out. It just blew out from under me," Meister said.

Four-time World Champion **Eddie Lawson** used the 3-Hour EBC Brakes Endurance Challenge at Daytona on Sunday, February 28, to test theVance & Hines Superbike he'll race in the Daytona 200. Along with teammate Colin Edwards II, Lawson took the track well after the start of the race and was in and out of the pits. Unofficially, Lawson, who wore the same leathers he wore to victory here in 1986, clocked laps in the 1 minute, 51.5 second range, a little more than a second off Fast by Ferracci Doug Polen's qualifying record of 1:50.388 set last year. With some GTU endurance bikes turning lap times 25 seconds slower than he was, it was likely among the scariest rides of his life.

John DiSimone suffered a fatal brain aneurysm on February 5. DiSimone, who had made his home in the Daytona Beach area for the past decade or so, was a second generation motorcycle dealer in the '50s and '60s. He was the East Coast regional parts manager for Yamaha in '62 and '63; East Coast representative for the Bultaco importer, Cemoto East, in '64 and '65; sales rep for southern California's Culver City Honda from '66 through '68, and sales prep for Kawasaki from '69 to '73. He then went on to work in the Daytona area as an automobile salesman, most recently for Irv MacDougall Motors. He's survived by his brother, Joe DiSimone of Ormond Beach, Florida.

Charles G. Barnett, 73, passed away on February 27 at his home in Downey, California. Barnett, the founder of Barnett Tool & Engineering, suffered congestive heart and kidney failure. He and his wife of 52 years, Afton, founded Barnett in 1948. He originally started the business to make control cable assemblies for British motorcycles. A self-taught tool and die maker, he did not start making clutch plates until the '60s. He is survived by his wife Afton, daughter and son-in-law Colleen and Mike Taylor, daughter and son-in-law Doralee and Bill Murray, seven grandchildren and four great-grandchildren. Services will be held March 3 at Memorial Chapel, Rose Hills Memorial Park, 3900 S. Workman Mill Road in Whittier, California, at 11:30 a.m. Cards and letters may be sent to the family at 9920 Freeman Ave., Santa Fe Springs, CA 90670. Barnett Tool & Engineering will continue to be operated by CEO Afton Barnett, vice-president Mike Taylor and CFO Colleen Taylor.

Honda belatedly informs us that they'll be hosting demo rides on many new Honda models from Tuesday, March 2, through Friday, March 5, at the Honda display just outside of Daytona International Speedway.

Suzuki's **Jimmy Button** suffered a bruised pelvis and bladder in a 125c practice session crash at the February 28 Gainesville National MX.

AUTOGRAPH SIGNING: At Daytona Fun Machines in Holly Hill, Florida: Team Muzzy's Scott Russell, Miguel DuHamel, Aaron Slight and Takahiro Sohwa on Wednesday, March 3, from 6:30 p.m. to 8:30 p.m.; Team Kawasaki's Mike Kiedrowski and Mike Craig on Thursday, March 4, from 5 p.m. to 6 p.m.; Team Green off-road riders Larry Roeseler, Ty Davis, Joey Hopkins, Terry Cunningham, George Waller, Kenny Keylon, Robby Neeley, Steve Smith and Jeff Fredette, plus Team Green motocrossers Davey Yezek, Brian Deegan, Ray Crumb, Scott Sheak, Jeff Curry, Joel Dengler and Craig Noack on Thursday, March 4, from 5 p.m. to 7 p.m. For more information, call 904/238-0888.

MOVED: Bill Spencer's Mountain View Distributing to 1610 Monterey Rd., San Jose, CA 95112; 408/436-8228.

MOVED: R.M. Spencer Agency, the advertising/marketing firm run by Mike Spencer, to 24661 Del Prado #5, Dana Point, CA 92629.

HIRED: Cole Gross, by American Suzuki for the position of contingency coordinator in the company's motorcycle division's sports promotion department.

PROMOTED: Sharlene Beltran, by American Suzuki to the position of sports promotions coordinator in the motorcycle division's sports promotions department. Beltran moves to the new position from the motorcycle/marine sales planning department.

CORRECTION: In our coverage of the AMA 250cc Grand Prix road race at Phoenix International Raceway, we incorrectly stated that Robin Holiday was the tuner for Danny Walker; Walker's tuner is Robin Hawley. Also, Bruce Maus tunes Chris D'Aluisio's machinery, not Dave Harold. Harold is the team's crew chief.

AUTOGRAPH SIGNING: At Arlington Suzuki in Arlington, Texas, Team Suzuki's Guy Cooper, Damon Huffman, Phil Lawrence and Jeff Matiasevich on Friday, March 26, beginning at 5 p.m. For more information, call 817/261-0706.

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ON THE FRONT PAGE:

Fastline/MCM Racing (1) topped a large contingent of endurance teams at Daytona International Raceway. Story on page 12. Photo by Henny Ray Abrams. Mike Kiedrowski got the National MX season off to a good start, topping both motos and scoring the overall win at Gatorback Cycle Park. Turn to page 6 for the complete story. Photo by Kinney Jones.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

I'll stay home

Now that the Harley-Davidson 883 class for dirt track is officially set, I feel I must write to express my reservations about this class. I am sure others share my concerns as well.

First, of course, is the propriety of the whole idea. Discounting the stories from the late '50s through the mid-'60s about one brand racing (factory racers from Harley competing (?) against hopped-up street bikes from England) and the rule book tilted toward favoring the American machines, I don't see competition improving the breed in this type of race. While I am sure the Harley factory will think of a way or a reason, I think it is hard to brag about or advertise your race wins when there is only one brand eligible to begin with. The International Race of Champions (IROC) in auto racing is not analogous here. The IROC vehicles are all tuned by one crew and are as identical as is possible. That is not the case with the 883 class.

My second concern is the thought that should this class start making money and get very popular, cheating will surely result. I would expect to see blue-printed engines, trick valve jobs, reground (but stock) cams, and a host of other shady practices. Tech inspection will not catch it all, and those who are better at "fudging" the rules or hiding their work will have a distinct advantage over the other racers.

This class may keep the Harley fans happy for a while, but should this type of racing take over many dirt track events, I, for one, will get to save a lot of money by staying home.

Dennis Wendt
Waupun, WI

Crime and punishment

It was irritating to see Mr. Etz' response to the Checkers concern about the incident involving Greg Zitterkopf at the Adelanto Grand Prix (Voices, March 3 issue). He and the Desert Vipers just don't get it. The issue of whether or not Zitterkopf should have been disqualified from the 250cc race is irrelevant. The Checkers are outraged that after the incident, a flagman got away with thumping upon one of its valued members and then disqualifying that member from the rest of the meet!

We agree that the District 37 Competition Committee will have the final say in the matter. However, I will be shocked if the committee votes to condone assault and battery upon competitors as just punishment to fit the crime. If they do, we'll go racing elsewhere.

Bill Fuentes
Checkers M.C.
Diamond Bar, CA

Movin' on

As one of the new owners of ATK America, I will be moving to ATK's new location in Bountiful, Utah, a northern suburb of Salt Lake City. My last day as senior editor at Cycle World magazine will, in all probability, be in two to three weeks. That will allow a smooth transitition and allow time to help my replacement, if one is hired prior to my departure, get acquainted with the duties of the position.

Going another direction after 15 and a half years at Cycle World is difficult. I was fortunate to start my magazine career at the top motorcycle magazine and never had any intentions of switching magazines for the sole purpose of a fancier title or more money. But the opportunity to own a part of America's only off-road motorcycle company, and to have a say in the way those motorcycles are developed and built, was a temptation that I couldn't pass up. Additionally, my wife and I have wanted to relocate to Utah for several years, so the decision became easier.

I have many people to thank for their help and friendship during my time at Cycle World. The list is way too long to go into here but I would like to say a special thanks to the following people: Jim Hansen, Joe Parkhurst, Gil Vaillencourt, Tony Parsons, Larry Little, Allan Girdler, John Ulrich, Paul Dean, David Edwards, Ron Lawson, George Earl, C.H. Wheat, Elaine Anderson, Malcolm Smith, Jim Lewis, John Wilson, Roger DeCoster, Dave Arnold, Bruce and Tom Ogilivie, Gormo, Dirk Vandenburg, Frank Stacy, Dan and Tom White, Ron Hussey, Rich Chenet, Kinney Jones, Steve Bauer, Gordon Ward, Mike Young, Jimmy Lewis, Rick Maki, Horst Leightner, Tom Cates, Ed Sheidler, and Don and Brian Griewe.

Ron Griewe
Moreno Valley, CA

Godspeed, Kenny

On February 20, Michigan lost a much too young motorcycle enthusiast, 23-year-old Ken Daugherty. He was killed in an auto accident near his hometown of Scottville, Michigan. He was employed at Peacock Ltd. of Baldwin. As a District 14 competitor, he excelled at enduros, and he also did quite well in MX, hare scrambles and TT races. His mother, Pat, is the photographer who took the pictures during the Six Days of Michigan trail tours. His father, Joe, is vice president of the Cycle Conservation Club of Michigan and District 14 liason. His sister, Linda, is a pretty good trail rider herself.

His family's grief and loss is shared by his many friends. He was very well liked and respected by all who came into contact with him during his short life. Godspeed, Kenny.

Larry & Marcia Hill
Fife Lake, MI

Godspeed, Dan

On Wednesday, February 17, the road racing community suffered a great loss. Daniel T. Sabol Jr., 25, was involved in a fatal snowmobile accident while riding near the home of his parents in the Pocono Mountains of Pennsylvania. His snowmobile ran into a chain that was spanning a trail which was frequently traveled by him and his friends.

Dan was the WERA Mid-Atlantic Region Champion in the C Superstock and C Superbike classes. He was an inspiration to everyone who knew him and he will be dearly missed.

Mark Ott
Harleysville, PA

According to the Pocono Record, Sabol and a friend were riding on private property.

The property owner had put a chain across the path to keep people from dumping trash there. The chain was approximately eight inches above the ground and when Sabol's snowmobile struck it, the chain traveled up the front of the snowmobile and caught him across the neck. He was dead on arrival at a nearby hospital...Editor.

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MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

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(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 1 8 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
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400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "'Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

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A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
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(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

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(#81A) '90 Laguna Seca US Grand Prix
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(#81 B) '91 Laguna Seca US Grand Prix
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(#99C)'92 South African RR Grand Prix
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(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title of "King Wayne" in this review of the 1992 500cc GP Series. 60 minutes from Motovideo.

(#94B) 1991 Isle of Man
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Mike Kiedrowski (3) leads John Dowd (27), Guy Cooper (7) and Larry Brooks (17) into the first turn in the opening 250cc class moto. Kiedrowski won both motos.

Kiedrowski, McGrath drop the gauntlet at Gatorback

By Donn Maeda

GAINESVILLE, FL, FEB. 28

Prior to the National Championship 125 and 250cc MX Series openers at Gatorback Cycle Park, there were many questions hanging in the air. At the end of the day, at least two of those questions were answered by two-time 125cc and defending 500cc National Champion Mike Kiedrowski and 21-year-old hotshoe Jeremy McGrath.

After ending 1992 on a high note by winning the 500cc National Championship title, Kawasaki's Kiedrowski had gotten off to a slow start in 1993, and had yet to savor the sweet taste of victory. Would Kiedrowski continue to play second fiddle to the more established stars? As it turns out, the answer would be definitely no. The Canyon Country, California, resident took to the track aboard his Shane Nalley-tuned KX250 and proceeded to trounce the competition with a convincing double-moto sweep in the 250cc class.

"In supercross I can't even buy a good start," said Kiedrowski. "But I started well in both motos today and did what it took to get into the lead. From there it was easy. I just rode my own race and didn't worry about what anyone else was doing."

Completing the 1-2 California punch and answering another question was Murietta, California's McGrath of Team Honda, who nabbed his first-ever National win by posting 1-2 moto finishes in the 125cc class aboard his Skip Norfolk-tuned works CR125. By winning four of the first seven rounds of the Camel Supercross Series, McGrath has established himself as one of the top contenders inside the stadiums. What remained to be answered, though, was the two-time 125cc Western Regional SX Champion's ability on the "outdoor" tracks.

"This win is really important to me, because a lot of people were doubting my speed at the Nationals," said McGrath. "Last year my conditioning hurt me, but racing the 250 indoors this year has made me strong."

Three-time 250cc National and defending Camel Supercross Champion Jeff Stanton finished second in the opening 250cc moto and raged up to fourth in the second go-round after a nasty crash in the early going to earn runner-up honors, while Kawasaki Team Green's John Dowd chalked up an impressive season-opening performance with a 4-3 tally for third overall. Dowd is a beneficiary of Kawasaki's support program, receiving a bike and parts.

In the 125cc division, Honda of Troy's Erik Kehoe scored a point for the privateers by garnering second overall via 5-1 moto finishes. Kawasaki's Michael Ray Craig rounded out the top three with strong 3-3 showings.

A record turnout in rider entries got the series off with a bang, as 96 125cc and 98 250cc racers filled the entry lists at the World Sports-promoted event. World Sports reported a record Gatorback crowd of 7774. The spectators filled the area surrounding the track that winds around and drops down into an abandoned rock quarry.

For his win in the 250cc class, Kiedrowski pocketed $2000 of the $15,000 class purse, while Stanton and Dowd earned $950 and $850, respectively. McGrath bagged $1600 of the $12,500 125cc class purse, and Kehoe and Craig each earned $900. Luckily for non-salaried riders Dowd, Kehoe and Craig, substantial manufacturers' contingencies were offered.

250cc

Kiedrowski timed the drop of the gate perfectly at the start of the first of two 30-minute plus-two-lap motos and led Suzuki's Guy Cooper, Noleen's Larry Brooks and Dowd through the first two turns and down into the quarry. Yamaha superstar Damon Bradshaw and Stanton were mired at the start and began lap one in seventh and 11th, respectively. Bradshaw's luck ran out early, as he parted company with his machine before one lap was in the record books.

"I was pinning it down a fast straight and I hit a big hole," said Bradshaw, who would eventually work his way back into 10th at the finish. "My butt got kicked up in the air and both of my legs landed on the left side of the bike. I ran with it for a while before I just tipped over."

Meanwhile, Kiedrowski thwarted Cooper's every pass attempt and steadily began to open a lead on the Kawasaki rider. By the fourth lap, Kiedrowski had opened a seven-second gap between himself and Cooper, while Brooks held third another five seconds back. Stanton worked through the field and he and teammate Steve Lamson motored into fourth and fifth, just behind Brooks.

It didn't take long for the Honda teamsters to find their way past Brooks, who soon after began to drop off the pace.

"My arms pumped up so bad, I couldn't believe it," said Brooks, who

finished an eventual 16th. "Then later in the race someone rammed me and bent my shift lever under the frame."

Cooper was next to fall prey to Stanton as he too began to slow.

"This is my first race back after hurting my shoulder at the Seattle Supercross," said Cooper. "It started to ache a little and I figured that I'd better not push it too hard."

After Stanton worked his way past, Cooper managed to hold on to third until the eighth lap. But it wasn't Lamson who moved into third at Cooper's expense. After starting a bit slow, Suzuki's Phil Lawrence had set a blistering pace and motored past his competitors with ease. Lawrence moved past Cooper and into third, where he would stay to the finish.

"I got an okay start, but my goggles got wasted while I was passing everyone," said Lawrence. "I threw them off right after I got Cooper, but that might've been a mistake."

A mistake indeed. In the closing stages of the moto, Lawrence gained ground on Stanton, but was unable to challenge because of the small amount of dust that lingered in the air.

"I wasn't worried about him (Lawrence)," said Stanton. "Once I got into second, I saw how far gone Kiedrowski was and knew that it would be hard to make up all that ground. I just rode a steady pace that was good enough to stay in second."

Kiedrowski greeted the checkered flag and sailed up out of the quarry approximately 15 seconds ahead of Stanton, who in turn enjoyed a five-second cushion over Lawrence. Dowd muscled his way past Lamson and into fourth, while KTM's Cliff Palmer, Pro-Circuit's Buddy Antunez, Cooper, Andrews' Cycles' Fred Andrews and Bradshaw rounded out the top 10.

Bradshaw got the jump at the start of moto two and led Kiedrowski, Stanton and Lamson through the first set of turns. Behind them, a huge pileup claimed many riders - among them Cooper, Suzuki's Jeff Matiasevich, Japan's Kohji Ohkawara and Lance Smail. Smail was knocked unconscious in the crash and was transported to the hospital for further tests.

Meanwhile at the head of the pack, Stanton and another rider made contact at the top of the drop-off, and Stanton was knocked off the track and sailed down onto the quarry without his machine. Stanton remounted in last place, well behind the field, but in typical Stanton fashion, set a steady pace and began the long trip up through the pack.

Bradshaw continued to lead the first lap but succumbed to Kiedrowski halfway through lap two.

Once into the lead, Kiedrowski again set sail and roosted away with another convincing win. Making Kiedrowski's mission easier, however, was a small miscalculation on Bradshaw's part.

"I pushed it a little too hard into a turn and the front end washed out," said Bradshaw. "Once I got up it took me a while to get going again, and by that time he was pretty far ahead. I did feel a lot better in the second moto, though. My suspension wasn't even close to being set up right in the first race."

Bradshaw picked his bike up after his little spill in time to hold on to second, and from that point on, rode a lonely race, 14 seconds behind Kiedrowski, yet well out of reach from the rest of the field.

Lamson rode in third in the early stages of the moto but fell prey to a hard-charging Lawrence on lap six. No sooner had Lawrence scooted past, Dowd did the same, as Lamson began to give into the pain from an injury sustained earlier in the week.

Camel Supercross Series points leader Jeremy McGrath (15) quieted his critics by scoring the overall win in the 125cc National.

"I crashed really hard on Wednesday and messed up my shoulder," said Lamson. "I faded a bit in the first moto because of it, but the pain was almost unbearable in the second race."

Lamson eventually finished out of the top 10.

In the meantime, Stanton continued to methodically pick off riders and on lap 10 of what would be a 15-lap race, sat in seventh, just behind Palmer and Antunez. Stanton worked past both of them on the next circuit and set out after Lawrence and Dowd, who were engaged in a heated battle for third. Dowd gained the upper hand on Lawrence and managed to slip away before Stanton closed in. Stanton found his way past Lawrence with three laps left, but he failed to close on Dowd.

Kiedrowski thrust both fists into the air as he sailed over the finish jump well ahead of Bradshaw. Over 30 seconds later came Dowd, then Stanton, Lawrence, Palmer, Canadian Carl Vaillencourt, Kurt McMillen and Antunez.

"I made a clean pass on Bradshaw and that was the last I saw of him," said Kiedrowski. "Once I got out front I knew that I could win again. This win helped me a lot. I'm going to ride the rest of this series harder than any other."

MOTOCROSS AMA National Championship 125/250cc MX Series: Rounds 1/1

Privateer Erik Kehoe (22), a former factory team rider, leads Ryan Hughes (18) early in a 125cc class moto. Kehoe went 5-1 for second overall; Hughes finished eighth overall.

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Though not happy with second, Bradshaw seemed satisfied.

"I know that I could've gone faster than he did if I hadn't gone down," said Bradshaw. "But I just tried to do what I could."

While Kiedrowski was uncontested for the overall win, Stanton's 2-4 narrowly edged Dowd's 4-3 for second overall.

"I had surgery on my broken leg at the end of last year, so I wasn't able to ride all that much during the off-season," said New England's Dowd. "For the last few weeks, though, I've been riding almost every day down here."

Lawrence was fourth overall with 3-4 finishes.

"I'm really glad to be on a 250," said Lawrence, who contests the 125cc Western Regional SX Series. "It's a lot easier to ride, being as big as I am. I'm really happy - I always knew I had the speed to run with these guys."

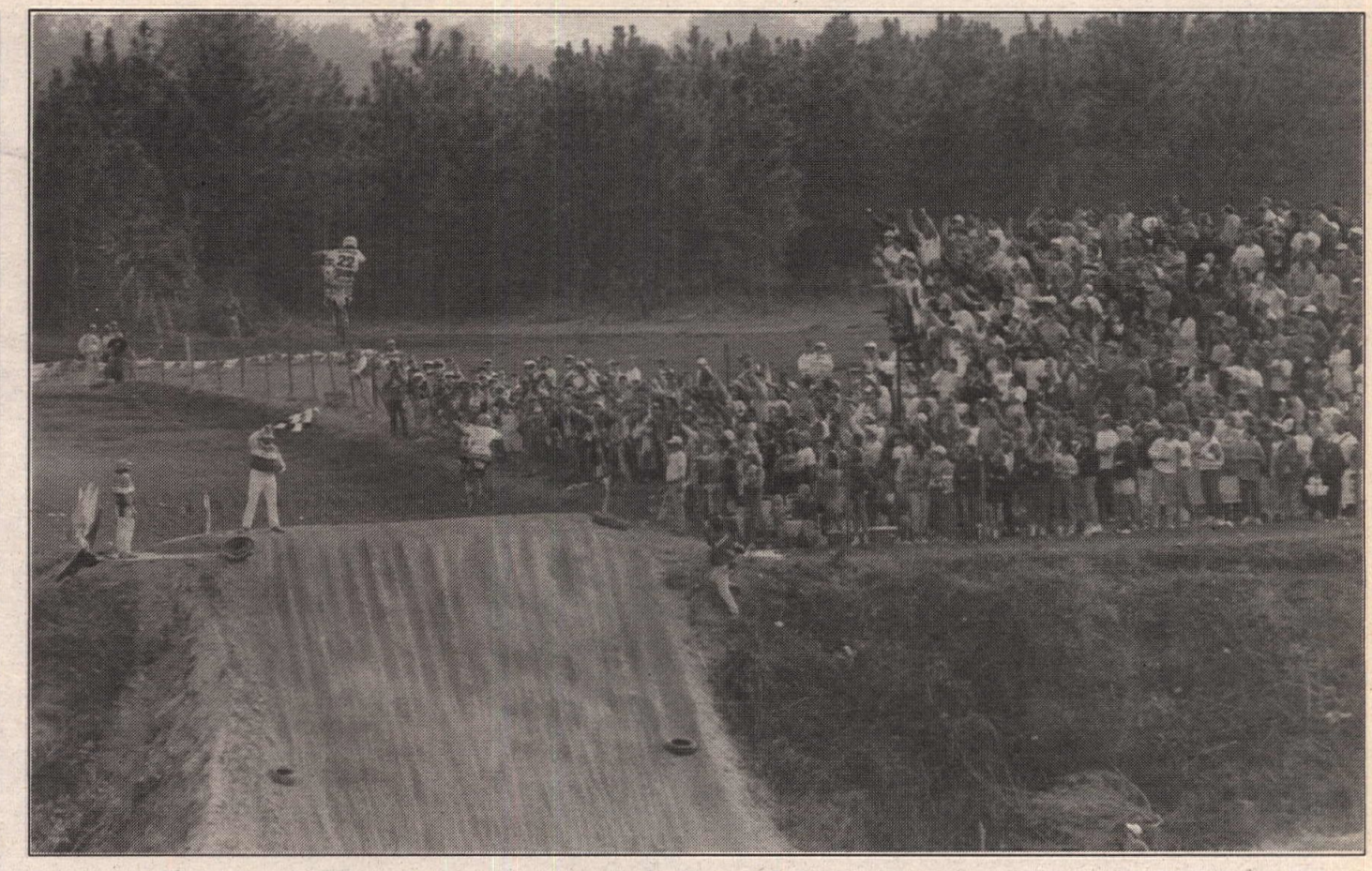
125cc

Craig pulled an impressive holeshot in the first 125cc moto and led Kehoe,JT USA's Larry Ward, Suzuki's Brian Swink and McGrath. McGrath hustled on the opening lap and quickly move into second. Also coming through the pack after a so-so start was Honda's Doug Henry, who completed lap one in fifth. Ward quickly faded back into the pack, and dropped to 32nd after crashing on the drop-off. Swink's charge was cut short by a faulty ignition, and he slowed drastically before finally pulling off the track.

Up front, McGrath glued himself to Craig's rear fender and the two riders began to pull away from the rest of the pack. On lap three, McGrath slipped past Craig in a supercross-style section of jumps in front of the grand stands and gained the lead. Craig hounded McGrath, never more than a few inches behind.

Meanwhile, defending 125cc National Champion Jeff Emig was blitzing past riders at an impressive rate after suffering a ninth-place start. By the halfway point of the 15-lap race, Emig sat in fifth, behind Henry and Kehoe.

Though he was admittedly riding a little stiff, Emig still had the speed to motor past Henry and Kehoe.

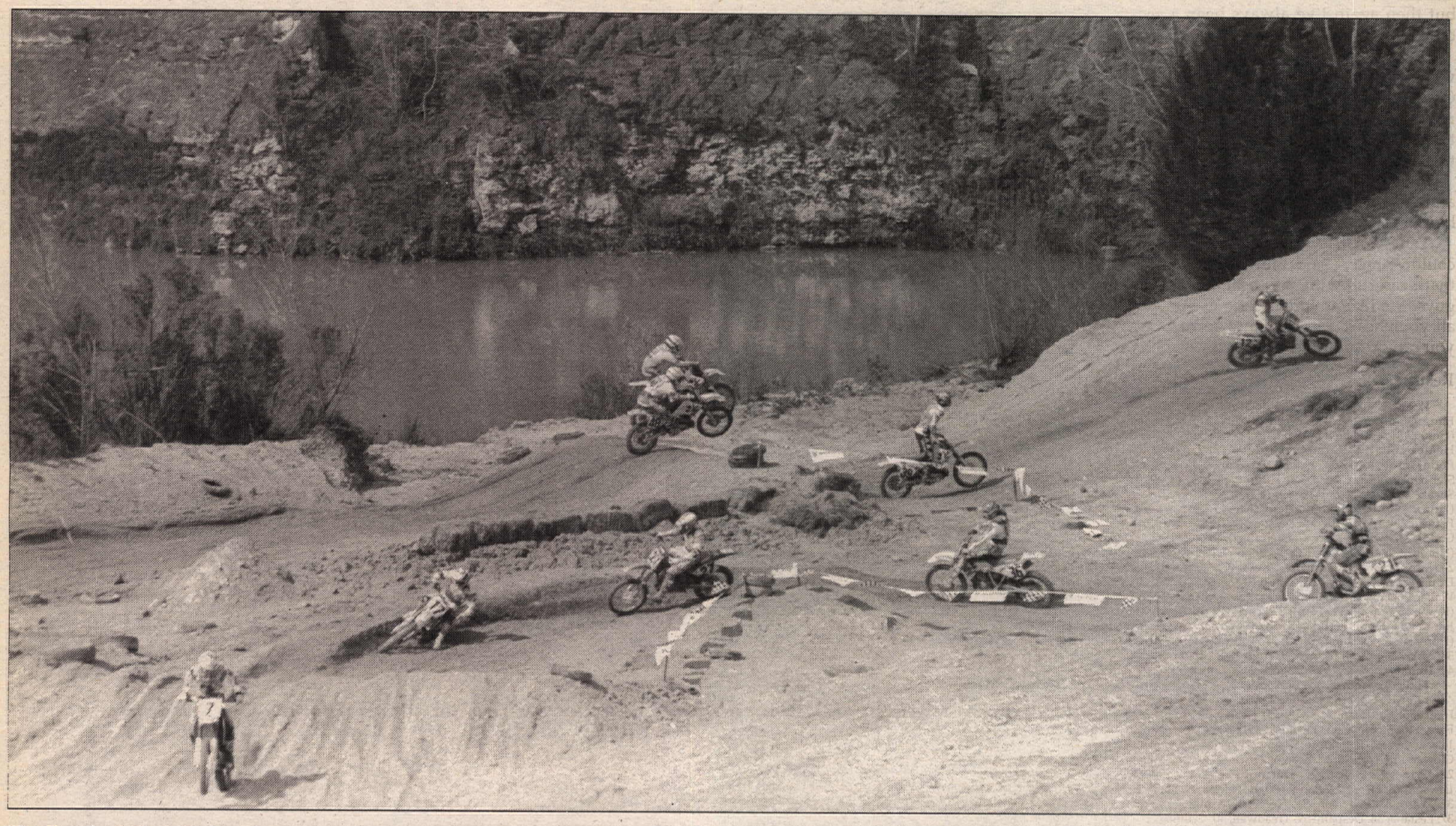


Erik Kehoe passed Jeremy McGrath late in the second 125cc moto and took the checkered flag with a few feet to spare.

Atlanta was burning again. And this time it was torched by Damon Bradshaw. First, he lit up the track of the new Georgia Dome by winning the faster of the two heats by five seconds. Then in the main, in front of 44,524 screaming fans, he took a hold of the lead on the fifth lap. And he never let go. Thundering past the checkered flag to his third victory in a row in this Southern town. So congratulations Team Yamaha, and way to go Damon. Sherman would be proud.

TEAM YAMAHA

MOTOCROSS AMA National Championship 125/250cc MX Series: Rounds 1/1



The Gatorback Cycle Park track runs right through the middle of an abandoned rock quarry and is one of the more challenging courses on the National Championship MX circuit.

A crash in the first 250cc moto dropped Damon Bradshaw out of contention.

New Englander John Dowd finished third overall in the 250cc class via a 4-3 moto tally.

"The anxiety had been building up for a few days before the race," said Emig. "The weight of the number one plate was a little nerve-wracking and I never felt very comfortable."

When the white flag came out, many expected the race between McGrath and Craig to heat up. It did, in fact, but the expected exciting climax didn't happen as Craig's bike slowed considerably with half a lap to go.

"The power valve came undone," said Craig, who threw his hands up in frustration. "I just babied it after that and hoped that it would make it to the finish line."

Emig swooped past the ailing Craig and into second, and then Craig putted across the line well out of reach of fourth-place Henry. Kehoe, RRP-sponsored Timmy Ferry, TUF Racing's Mike Healey, Suzuki factory rider Damon Huffman, DGY's Chad Pederson and Suzuki's Ezra Lusk rounded out the top 10.

"I knew Craig was back there the whole time," said McGrath. "I love races like that, they're bitchin'."

"I was trying as hard as I could," said Craig. "I was waiting for McGrath to make a mistake, but he never did. I was scared when my motor started to bog, but I knew we had a big lead on everyone else."

McGrath ripped off the line in moto two with Kehoe, Henry, Team Splitfire rider Jimmy Gaddis, Kawasaki's Ryan Hughes and Emig in tow. Like in the first moto, McGrath began to pull away from the pack, but this time with Kehoe in his shadow.

Kehoe stalked McGrath, waiting for a mistake.

"I followed him real close, but he never messed up," said Kehoe. "So it got to that point where I just had to go for it."

Kehoe pulled alongside McGrath in the stadium-style section and nipped him for the lead with three laps to go. McGrath tried every trick in the book to regain the lead, but to no avail. Kehoe sailed across the finish victorious, inches ahead of McGrath.

After a race-long duel with Henry, Craig got a handle on third and finished there, 11 seconds behind McGrath. Henry held on to fourth, ahead of Huffman, Swink, Healey and Hughes.

McGrath's 1-2 scores netted him the overall, while Kehoe's 5-1 edged Craig's 3-3 for second overall.

"I rode real tight in the first moto,

but then again I've always been a second-moto guy," said Kehoe.

"I thought I had second overall wrapped up, I'm kind of bummed," said Craig. "But it's a long series. I'm riding really well and my bikes are great. I think that I have a good shot at the title."

Emig's second-moto was cut short by a crash on the fourth lap that caused him to DNF.

"The throttle housing broke and I couldn't race," said Emig. "But I know that I can run with, and beat all of those guys. It's like anything else - if you put all your heart and soul into something, you can do anything. I did last year." CN

Results

125 MOTO 1: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3,. Mike Craig (Kaw); 4. Doug Henry (Hon); 5. Erik Kehoe (Hon); 6. Tim Ferry (Yam); 7. Mike Healey (Suz); 8. Damon Huffman (Suz); 9. Chad Pederson (Yam); 10. Ezra Lusk (Suz); 11. Denny Stephenson (Suz); 12. Ryan Hughes (Kaw); 13. Scott Sheak (Kaw); 14. Craig Noack (Kaw); 15. Mike Brown (Hon); 16. Mike Chamberlain (Kaw); 17. Anthony Paggio (Hon); 18. Brian Deegan (Kaw); 19. Jimmy Gaddis (Kaw); 20. Barry Carsten (Suz); 21. Jeff Pestana (Hon); 22. Joel Dengler (Kaw); 23. Steve Herman (Suz); 24. Jason Edwards (Hon); 25. Kevin Crine (Hon); 26. Doug Dubach (Yam); 27. Doug Stone (Kaw); 28. Ty Wallace (Yam); 29. Shane Lawson (Suz); 30. Jim Neese (Kaw); 31. Pat Hizel (Hon); 32. Larry Ward (Suz); 33. Jim Randa (Hon); 34. Brian Swink (Suz); 35. James Eikel (Hon); 36. Ray Crumb (Kaw); 37. Todd DeHoop (Hon); 38. Mike Treadwell (Yam); 39. Andrew Despain (Yam); 40. Tommy Clowers (Yam).

Time: 36 minutes, 50.01 seconds.

125 MOTO 2: 1. Kehoe; 2. McGrath; 3. Craig; 4. Henry; 5. Huffman; 6. Swink; 7. Healey; 8. Hughes; 9. Ferry; 10. Stephenson; 11. Lusk; 12. Sheak; 13. Gaddis; 14. Carsten; 15. Paggio; 16. Chamberlain; 17. Deegan; 18. Clowers; 19. Noack; 20. Brown; 21. Herman; 22. Wallis; 23. Crine; 24. Stone; 25. DeHoop; 26. Dengler; 27. Lawson; 28. Hizel; 29. Randa; 30. Edwards; 31. Dubach; 32. Ward; 33. Pederson; 34. Neese; 35. Emig; 36. Eikel; 37. Pestana; 38. Despain; 39. Treadwell; 40. Crumb.

Time: 37:10.00.

125 O/A: 1. Jeremy McGrath (Hon); 2. Erik Kehoe (Hon); 3. Mike Craig (Kaw); 4. Doug Henry (Hon); 5. Damon Huffman (Suz); 6. Mike Healey (Suz); 7. Tim Ferry (Yam); 8. Ryan Hughes (Kaw); 9. Jeff Emig (Yam); 10. Denny Stephenson (Suz); 11. Ezra Lusk (Suz); 12. Scott Sheak (Kaw); 13. Brian Swink (Suz); 14. Chad Pederson (Yam); 15. Jimmy Gaddis (Kaw); 16. Anthony Paggio (Suz); 17. Mike Chamberlain (Kaw); 18. Craig Noack (Kaw); 19. Barry Carsten (Suz); 20. Brian Deegan (Kaw).

AMA 125cc NATIONAL C'SHIP SERIES POINT STANDINGS: 1. Jeremy McGrath (47/1 win); 2. Erik Kehoe (41); 3. Mike Craig (40); 4. Doug Henry (36); 5. Damon Huffman (29); 6. Mike Healey (28); 7. Tim Ferry (27); 8. Ryan Hughes (22); 9. Jeff Emig (22); 10. (TIE) Denny Stephenson/ Ezra Lusk (21); 12. Scott Sheak (17); 13. Brian Swink (15); 14. Chad Pederson (12); 15. (TIE) Jimmy Gaddis/Anthony Paggio/Mike Chamberlain (10); 18. Craig Noack (9); 19. Barry Carsten (8); 20. Brian Deegan (7).

250 MOTO 1: 1. Mike Kiedrowski (Kaw); 2. Jeff Stanton (Hon); 3. Phil Lawrence (Suz); 4. Jon Dowd (Kaw); 5. Steve Lamson (Hon); 6. Cliff Palmer (KTM); 7. Buddy Antunez (Hon); 8. Guy Cooper (Suz); 9. Fred Andrews (Yam); 10. Damon Bradshaw (Yam); 11. Shaun Kalos (Yam); 12. Brian McElroy (Yam); 13. Lance Smail (Hon); 14. Ray Sommo (Yam); 15. Carl Vaillencourt (Suz); 16. Larry Brooks (Yam); 17. Kurt McMillen (Yam); 18. Ross Pederson (Suz); 19. Anthony Amaradio (Kaw); 20. Jeff Curry (Kaw); 21. Brian Behrmann (Suz); 22. Brian Carroll (Suz); 23. Jeromy Buehl (Yam); 24. Earl May (Yam); 25. Junior Jackson (Hon); 26. Travis Blackburn (Kaw); 27. Todd Bennick (Suz); 28. Tony Graves (Yam); 29. Jean Sebastian Roy (Suz); 30. Ricky Palmer (Yam); 31. Pat Barton (Suz); 32. Craig Canoy (Yam); 33. Kohji Ohkawara (Yam); 34. Steve Andrews (Kaw); 35. Dag Boyesen (Yam); 36. Mark Easley (Yam); 37. Jeff Matiasevich (Suz); 38. Kip Sandell (Yam); 39. David Gaylord (Kaw); 40. Mike Shue (Hon).

Time: 37:25.47.

250 MOTO 2: 1. Kiedrowski; 2. Bradshaw; 3. Dowd; 4. Stanton; 5. Lawrence; 6. Palmer; 7. Vaillencourt; 8. McMillen; 9. Antunez; 10. Roy; 11. Pederson; 12. McElroy; 13. Lamson; 14. Sommo; 15. Buehl; 16. May; 17. Boyesen; 18. Bennick; 19. Canoy; 20. Bermann; 21. Jackson; 22. Easley; 23. Barton; 24. Gaylord; 25. Palmer; 26. Curry; 27. Andrews; 28. Kalos; 29. Ohkawara; 30. Carroll; 31. Cooper; 32. Andrews; 33. Graves; 34. Sandell; 35. Blackburn; 36. Matiasevich; 37. Smail; 38. Amaradio; 39. Brooks; 40. Shue.

Time: 37:25.43.

250 O/A: 1. Mike Kiedrowski (Kaw); 2. Jeff Stanton (Hon); 3. John Dowd (Kaw); 4. Phil Lawrence (Suz); 5. Damon Bradshaw (Yam); 6. Cliff Palmer (KTM); 7. Buddy Antunez (Hon); 8. Steve Lamson (Hon); 9. Carl Vaillencourt (Suz); 10. Brian McElroy (Yam); 11. Kurt McMillen (Yam); 12. Ray Sommo (Yam); 13. Ross Pederson (Suz); 14. Guy Cooper (Suz); 15. Fred Andrews (Yam); 16. Jean Sebastian Roy (Suz); 17. Shaun Kalos (Yam); 18. Lance Smail (Hon); 19. Jeromy Buehl (Yam); 20. Earl May (Yam).

AMA 250cc NATIONAL C'SHIP SERIES POINT STANDINGS: 1. Mike Kiedrowski (50/1 win); 2. Jeff Stanton (40); 3. John Dowd (38); 4. Phil Lawrence (36); 5. Damon Bradshaw (33); 6. Cliff Palmer (30); 7. Buddy Antunez (26); 8. Steve Lamson (24); 9. Carl Vaillencourt (20); 10. Brian McElroy (18); 11. Kurt McMillen (17); 12. Ray Sommo (14); 13. Guy Cooper (13); 14. Fred Andrews (12); 15. Jean Sebastian Roy (11); 16. Shaun Kalos (10); 17. Lance Smail (Hon); 18. Jeromy Buehl (6); 19. (TIE) Earl May/Larry Brooks (5); 20. Dag Boyesen (4).

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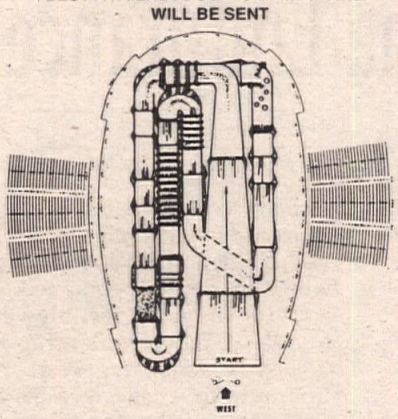

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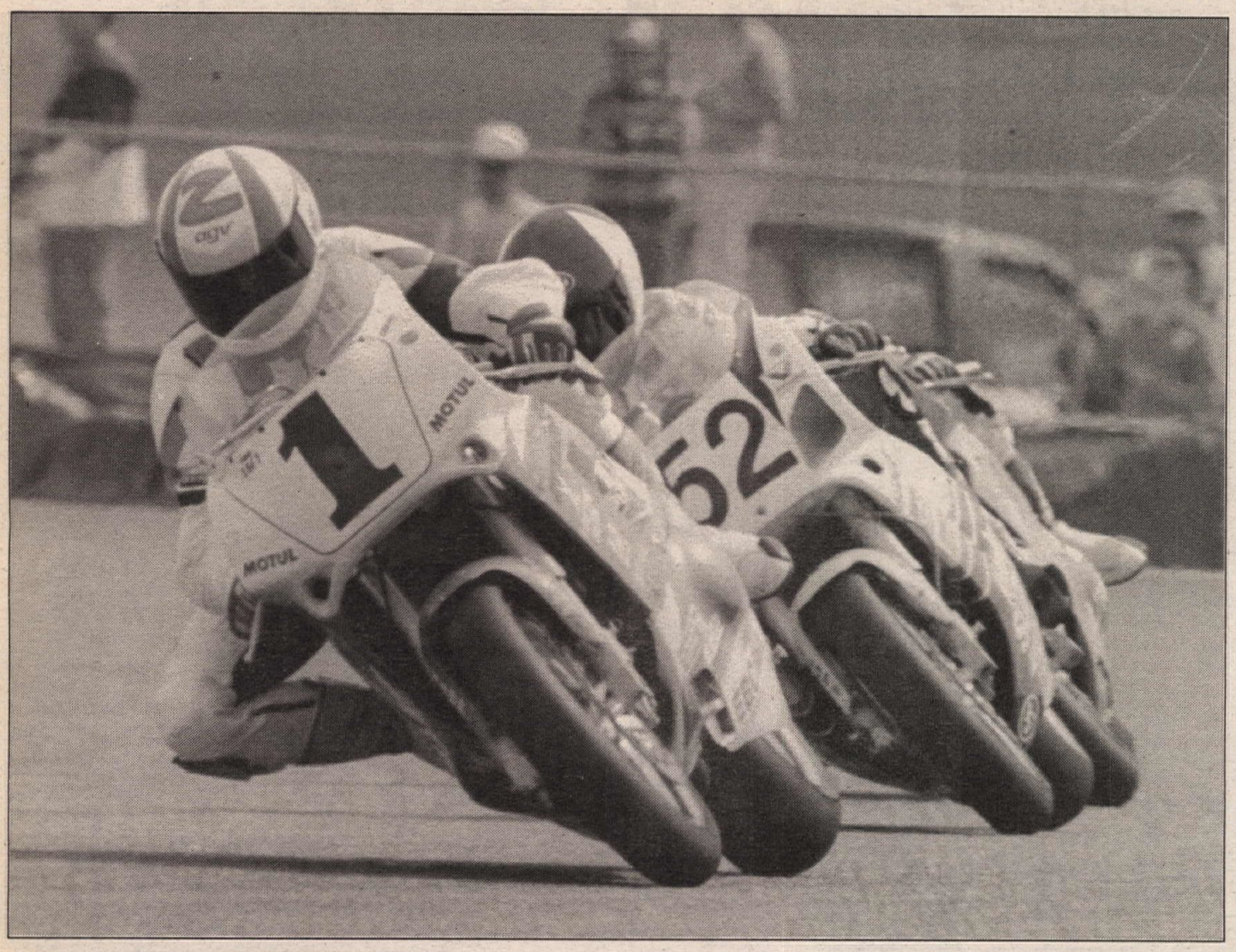
ROAD RACE AMA/CCS EBC Brakes Endurance Challenge: Round 2



Fastline/MCM Racing (1) won the three-hour endurance race at Daytona by over a minute; here they lead Team Suzuki Endurance (52)

Fastline/MCM controls Daytona Endurance

By Henny Ray Abrams

DAYTONA BEACH, FL, FEB. 28

After wrestling the powerful Fastline/MCM Suzuki around the tight confines of Phoenix International Raceway at the season-opener, Scott Zampach couldn't wait to get to the high banks of Daytona. And when he got here he made the most of it, teaming with Michael Barnes to win the 3-hour endurance race by over a minute after a trouble-free race.

"I knew when we came here this thing could stretch its legs. It's a real potent motorcycle," Zampach said after the Suzuki GSXR1100-mounted team completed 85 laps of the 3.56-mile Daytona International Speedway at an average speed of 100.309 mph. Their margin of victory over the Two Brothers Honda CBR900 of Rick Kirk and Tommy Lynch was one-minute, 5.340-seconds. Two Brothers led much of the race, but were forced to make extra pit stops with recurring tire problems and were dropped to second.

Christian Gardner and Fritz Kling brought the Team American Honda CBR900 home third, with Kling nearly finishing second before getting passed at the end by the resurgent Lynch.

"I kind of got suckered there at the end," Kling said. "When Tommy (Lynch) went by me for second, I didn't have a chance."

N2 Racing finished fourth, with lead rider Jim Sabin admitting the team was "a little down on power" with their Kawasaki ZX7R750, as well as being hampered by poor gas mileage. And Team Yamaha Endurance finished fifth, Mark Pastir and Jeff Heino piloting the team's Yamaha FZR1000.

After two rounds of the EBC Brakes Endurance Championship Series, Two Brothers retains their lead with 67 points, two better than Fastline/MCM Suzuki's 65 points. Team America moves into third with 49 points.

It took a little luck on the last lap, but after all these years Bill Hornblower deserved it. Teaming with fellow Canadians Owen Weichel and Jon Cornwell, Hornblower earned the GTU victory when race-leader American Flyers had to pit on the final lap for fuel. Cornwell, riding the anchor leg, sped into the lead and rode the team's well-used Honda CBR600 into Victory Lane.

"I've been coming here for 25 years dreaming about winning a race at Daytona," Hornblower said. "It's finally here and it's hard to believe. I thought we were going to get second but 4&6 (American Flyers) had some bad luck on the last lap." Hornblower, though, made his own luck. "We topped off on the last pace car so we could go the whole race."

The team completed 82 laps and finished sixth overall.

After Mike Murphy was forced in for a splash of gas on the final lap, he recovered to hold onto second with his American Flyers teammate Todd Harrington sharing the riding on the team's Honda CBR600.

Third went to the newly-formed Gators Havlin team of Floridians David Estok and Danny Roberts. The pair also completed 82 laps, aboard a Honda CBR600 that Roberts said they were working on right up until they pushed it onto the grid.

"It's feels great to be in victory lane," Daytona resident Estok said. "Especially since this is my hometown."

Evan Semoff and Glenn Szarek rode the Semoff Brothers Racing Honda CBR600 to fourth, a lap down, but a lap in front of AGV Sport Group's Robert von Nessen and Woody Deatherage, who were similarly equipped.

With the win Hornblower moved into the GTU championship lead with 67 points. American Flyers moved up from fifth to second with 58, and AGV Sport Group takes over third with 40.

Twice during the three-hour race, run in temperatures that just hit 60 degrees, the pace car was employed, the first time barely 10 minutes in and the second just over two hours in. Injured in the accidents were Jean Claude Gravel, who fractured a left collarbone, and Mike Lubanksi, the Holly Hill resident fracturing his right femur (thigh bone).

Kling got the jump on the 78-entry field (34 GTO/44 GTU) and led onto the banking when horsepower took over.

"I got the holeshot, got to the first banking and then one by one I got motored. I settled in with three or four guys and 21 (Two Brothers' Lynch) was just a little faster," Kling said.

The early race was a four-rider affair, Lynch leading Dutchman Racing's Ray Yoder, Fastline's Zampach, and Team Suzuki Endurance's Kurt Hall. Separated by only a few seconds, first to fourth, the quartet stuck together until the pace car came out on the sixth lap.

Bunched up behind the Pontiac Firebird, the race began anew and after three pace car laps Lynch was again at the front with Zampach up to second, Yoder third and Hall fourth. Just before the race, Team Suzuki Endurance chose to go with their new liquid-cooled GSXR1100, even though it had a stock cam and pistons and virtually no development work. They found out early that, even though they had geared it up in practice, it was still up on the red-line while running in the draft.

The order remained unchanged until the 18th lap when Yoder high-sided exiting turn one, breaking several bones in his right hand as well as a knuckle on his left hand. After extensive repairs to the Dutchman GSXR1100, Phil Kress would re-enter the race and the team would post an eventual 14th place finish.

Rider changes began just after the 45 minute mark and the running order would change as Barnes replaced Zampach.

"The track's in really good condition," said Zampach, after handing off while in second place. "We're going about 90 mph faster than a lot of guys out there, but they're going good now as long as they hold their line." Later in the race Zampach would have a change of heart.

As the hour mark approached, Team Magic, once in a four-way fight for fourth, had to park behind the pit wall. Team owner Jan-Erik Svensson explained that the sleeve on the number four cylinder had cracked allowing all the water to escape. "I went out (after lead rider Erik Moe) and realized there was no water in it. I went only one lap and it was pumping water out like a fountain." The team would be credited with a 23rd place finish.

Pit activity became more frantic after the hour with Team Suzuki Endurance changing riders and a rear sprocket when Kurt Hall pitted. Michael Martin was out in third place.

"We geared it up," dropping one tooth on the rear sprocket, team owner John Ulrich said. "Kurt (Hall) was red-lined the entire first hour."

Gardner replaced Fritz Kling for Team America just after the hour with the team in fourth place. Kling had tried running out front, but found he was down on power.

"The 21-bike (Two Brothers Racing) is just a little faster," Kling said, adding that because he was in with a group he was able to improve gas mileage and stay out longer. "Normally, we go 55 minutes. This time I went an hour-ten and I didn't have to have the throttle open all the way."

Rick Kirk pitted near the 1:15 mark and the Two Brothers team replaced the rear tire before Lynch took over and re-joined the field. The stop cost 18 seconds, but they were able to hold onto the lead, though Barnes closed right up and took the lead just a few laps later.

"I was doing 56s," Lynch said. "That's just what's comfortable. The Honda's working really good in the infield. Hopefully it'll be good on the tires."

But, apparently, it wasn't. A little over 35 minutes into his shift, Kirk chunked a front tire on the banking, the flying rubber from the Bridgestone tire knocking his front fender off, nearly hitting him, and forcing a premature pit stop. Both front and rear tires were changed and Kirk was back out.

Team Suzuki Endurance's Martin had moved into the lead just after the midway point and held it until he pitted to hand off to Hall as the two-hour mark neared. It was Martin's first taste of big bore horsepower on the high banks and it was an experience he won't soon forget.

"It's an eye-opener, especially after the Supersport stuff," the defending WERA Endurance Champion said. "It's pretty hairball due to traffic. You come up on people so bloody fast.

"I tried not to spin or slide it too much. We change the rear tire every stop anyhow. The speed we can go is regulated by the tires," Martin said.

Another crash that left fluid on the track in the West End Horseshoe brought the pace car out for the second time at about the 2:10 mark. Team America switched back to Kling from Gardner, Fastline/MCM Suzuki put Barnes back on for Zampach, and Lynch replaced Kirk on the Two Brothers mount.

"This is it," Zampach said after the team sent Barnes out with a new rear tire. "They're racing to the flag and it's tough. These guys don't know which way the track went for two and a half hours. They still don't know where it goes and now they're tired."

When the pace car pulled off, with about 40 minutes to go, Hall was out front, Barnes second, and Lynch third. Team America's Kling was fourth with John Ashmead holding fifth, his N2 Racing teammate Jim Sabin thought, though he wasn't certain.

"We're not sure right now," Sabin said. "We're a little down on power and gas mileage is a problem. The pace car came out just in time. I could stay with the Team America bike on the west banking in the wind. I didn't even have to draft them because our 750 is so aerodynamic."

With half an hour to go, Barnes was up on Hall and took the lead. Hall pitted less than five minutes later with a broken footpeg and shifter mechanism dangling from the cases. It was quickly fixed, Martin took over, but the shifter snapped as he left the pits. He and Hall pushed back to the pit area and it was, again, repaired, but the delay cost the team four laps and they would finish sixth.

Just up pit lane there was another incident that would help decide the outcome of the race. Lynch was forced to pit for another rear tire change and, whatever the problem, the Two Brothers team wasn't anxious for anyone to see it since they quickly wrapped the used tire in a tire-warmer.

The race for first was, effectively, over and the win would be Fastline/MCM Suzuki's.

"These guys stayed out of trouble and they stayed out of other people's way," team manager Jeff Stern said.

"For me it was a perfect endurance race," Zampach said. "Last night at dinner we talked about the lap times to run. I ran a little faster, but I wanted to stay with the pack. The only problem was the pace car guy didn't stay on the racing line. He was out in the pickers and blowing dirt and gravel up. We don't have air cleaners and I thought it might get in our carbs."

"I thought we had this won, but things didn't come to us today," Two Brothers Kirk said. "That's why they call it endurance racing, it's really tough."

"We spent a little bit extra time in the pits than planned," team manager Kevin Erion said.

Gardner, of third-placed Team America, was already looking ahead, as was teammate Kling. "We were a little down on horsepower; there's no doubt about that. At smaller tracks that might not have hurt us as bad, but here at Daytona it's a problem."

"The tracks only get smaller from here so the boys with the big bikes and big horsepower aren't going to have an edge," Kling said.

The GTU class was led off the start by Danny Walker on the Southwest Motorsports TZ250, though American Flyers' Harrington was right on him as were Hornblower Racing's Bill Hornblower, and Moto Liberty/Nankai's Doug Carmichael. Carmichael crashed on the second lap braking off a clutch lever which was replaced along with front brake pads. "We got going a little later than everyone else," Carmichael's teammate Mike Himmelsbach said.

As the pace car came out with the crash in the chicane, Harrington pitted on the American Flyers machine, but was back out and near the front when racing resumed 10 minutes later.

At the half-hour mark, Hornblower had taken over the lead with Moto Liberty/Nankai II second, ahead of Semoff Brothers Racing's Glenn Szarek, and Pete Johnson on a Moto-Guzzi 992. Gators Havlin David Estok was in fifth and moving forward.

Moto Liberty/Nankai II held the lead at the hour mark, but Chris Taylor was soon to move into the lead, a lead that teammate Walker would hold at the halfway mark after taking over just after the hour. Taylor said that traffic was a problem, since "everybody's going all over the place." Taylor had run with Harrington and noticed that his TZ Yamaha had better handing, but "he had motor on the banking. Our bike is in real stock configuration. I was short-shifting the engine and not riding it any harder than I had to. My TZ250 revs to 13,000. This one gets up to 12,500 if you hit the wind right."

But just past the halfway mark the Southwest Motorsports team would bring the Yamaha behind the pit wall to replace a primary gear.

"It was making a noise when I was in the lead. I had plus-15, plus-16; I wasn't sure," Walker said. "It started making a funny noise and I thought a pipe was dragging. It didn't really slow down, it just vibrated. We lost about six laps."

Harrington was also in for an unscheduled stop to change a front tire on the 25th lap.

Moto Liberty/Nankai II was also in for an extended stop with front brake problems, the problem dropping them to 22nd at the end.

Hornblower had handed off to Owen Weichel for the second hour and Weichel rode through his stint thinking he was out front.

"I guess we must have been in the lead," Weichel said, adding that he was still recovering from a season-ending crash at Texas World. "(Steve) Crevier ran over my upper arm. It exploded the left humerus. You can see it's still bowed. It was broken in three major pieces. If you can pin it or plate it you recover faster. But three and a half months later I still couldn't raise it. At least here I could relax on the banking."

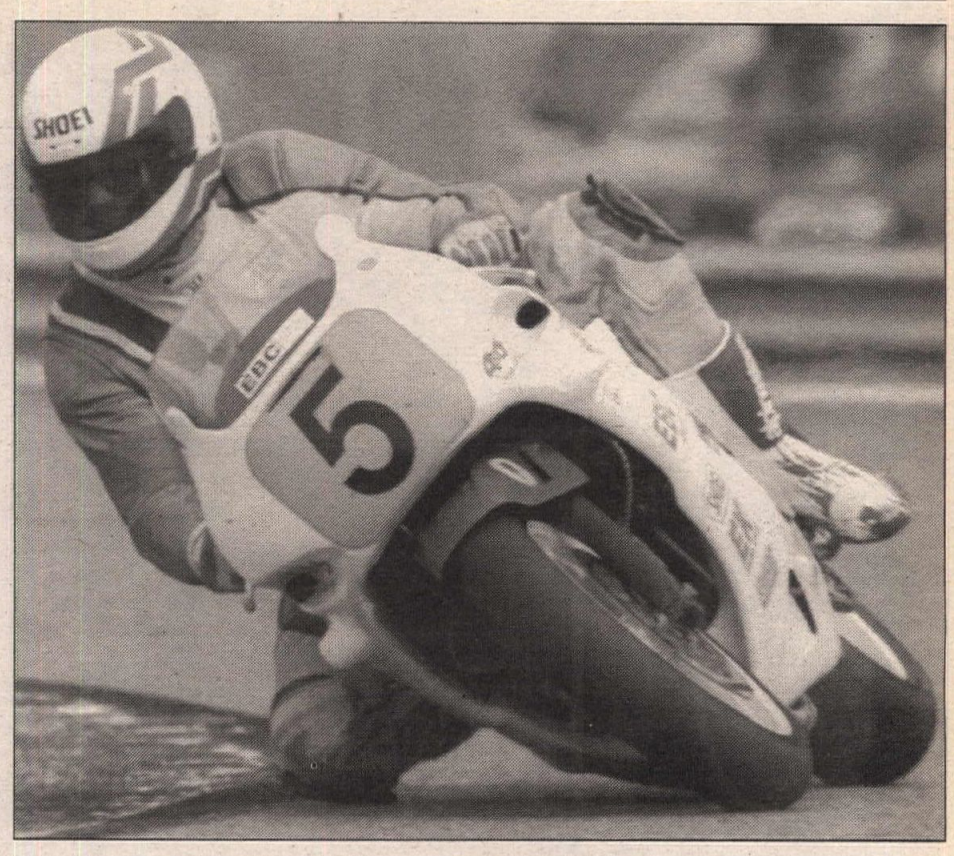
Cornwell took over for the mop-up work, but not without problems. The wrapping had come off of the exhaust pipe and he ran with the pipe hanging free for the final hour. Harrington was sharing the riding with Mike Murphy and the team had worked their way back into the lead following their early tire problem.

"We were leading until my front tire started getting flat," Harrington said. "It blistered and I almost lost it six or seven times so I thought something was wrong. That cost us about a lap and a half. Our pit stops after that were out of sequence so we were able to work our way back to first."

With Cornwell chasing frantically to catch up in the final stages, American Flyers' Murphy was forced to pit on the white flag lap with a fuel shortage.

"It sputtered in the infield and he switched to reserve. It wouldn't make one and a half laps," Harrington said. "He motioned to the pit board guys in the infield that he was coming in."

As he was getting a splash of gas, Cornwell sped by on the front straight to take over the lead. A lap later Hornblower had his first win at Daytona.



Hornblower Racing won the GTO portion of the endurance race.

Fastline/MCM's Scott Zampach (left) and Michael Barnes (right) celebrate.

"I thought we were going to have to settle for second, but we got some luck going our way for once," Hornblower said. "Luckily, we made a quick pit stop on the last pace car period to top up the gas. We were able to go the distance when the others weren't. I think that's what made the difference."

"I'd like to thank the guys at 4&6 Cycle for building the motor," Cornwell said. "Last year we didn't have enough steam. They built a motor and that's the difference."

The third place finishers, Gators Havlin Danny Roberts and David Estok, had steadily worked their way up and Roberts said, "At one point, I think we were actually in the lead." Considering how quickly the team was assembled, their third place finish, the final team to finish on the same lap as the winners, was something of a surprise.

Semoff Brothers Racing was a lap down in fourth, with AGV Sport Group another lap down in fifth. CN

Results

GTO: 1. Fastline/MCM Racing (Suz); 2. Two Brothers Racing (Hon); 3. Team America (Hon); 4. N2 Racing (Kaw); 5. Team Yamaha Endurance (Yam); 6. Team Suzuki Endurance (Suz); 7. K.W.S. Motorsports (Hon); 8. Blackhawk Racing (Yam); 9. Full Tilt Motorsports (Suz); 10. BCP Racing (Kaw); 11. Addicted Racing (Suz); 12. Fast Boyz Toyz (Suz); 13. D & D Racing II (Suz); 14. Dutchman Racing (Suz); 15. 2 B's (Yam); 16. Team Mirage (Kaw); 17. KBS-Kuhnert (Kaw); 18. TC Racing (Yam); 19. Vance & Hines II (Yam); 20. Team Grand Prix (Kaw); 21. Full Spectrum Racing (Suz); 22. Marietta Motorsports (Hon); 23. Team Magic (Yam); 24. Vance & Hines I (Yam); 25. Keystone Racing (Suz); 26. Graphic Racing (Kaw); 27. Moriwaki Racing (Hon); 28. Lord Racing (Suz); 29. Northstar Racing (Yam); 30. Sparks Endurance (Suz).

Time: 3 hours, 1 min., 0.061 sec.

Average Speed: 100.309 mph.

Margin of Victory: 1 min., 5.340 sec.

GTU: 1. Hornblower Racing (Hon); 2. American Flyers (Hon); 3. Gators Havlin (Hon); 4. Semoff Brothers (Hon); 5. AGV Sport Group (Hon); 6. Motorcycles Unlimited (Hon); 7. Polizzi Racing (Hon); 8. Island Boys (Hon); 9. Apache Racing Team (Hon); 10. Team Norway (Kaw); 11. Honda-Suzuki World Racing (Hon); 12. Plano Honda Racing (Hon); 13. Moto Liberty/Suzuki (Suz); 14. Team Pearls Suzuki (Suz); 15. AGV Sport Group II (Hon); 16. Haitian Sensation (Suz); 17. Keystone Racing II (Suz); 18. Relentless Racing (Hon); 19. Honda of Prestonburg (Hon); 20. Progressive Fire Power (Hon); 21. Team Bikework (Hon); 22. Moto Liberty/Nankai II (Hon); 23. Weekend Warrior Endurance (Duc); 24. Maximum Velocity (Yam); 25. D & D Racing (Hon); 26. New York Motorcycle Racing (Yam); 27. Southwest Motorsports (Yam); 28. WCB Racing (Hon); 29. Team N.O.S. (Hon); 30. Northwest Racing (Hon); 31. Team Hansen (Yam); 32. Team Pearls Suzuki Also (Suz); 33. Can't Stop Racing (Hon); 34. Team Techno (Yam); 35. Team Dog (Hon); 36. D.C. Racing (Yam); 37. Yamaha of Leesburg Racing (Kaw); 38. Leesburg Racing Yamaha (Yam); 39. Raceco (MG); 40. Competition Motorsports South (Yam); 41. Team All Sports (Yam).

GTO C'SHIP POINT STANDINGS: 1. Two Brothers Racing (67/1 win); 2. Fastline/MCM Racing (65/1 win); 3. Team America (55); 4. (TIE) Blackhawk Racing/Dutchman Racing (49); 6. N2 Racing (48); 7. Team Magic (36); 8. Team Yamaha Endurance (26); 9. Team Suzuki Endurance (26); 10. (TIE) K.W.S. Motorsports/Team Racelaw (24).

GTU C'SHIP POINT STANDINGS: 1. Hornblower Racing (67/1 win); 2. American Flyers (58); 3. AGV Sport (40); 4. Southwest Motorsports (39/1 win); 5. Keystone Racing II (38); 6. Moto Liberty/Nankai II (33); 7. Northwest Racing (31); 8. Gatorshaulin (30); 9. (TIE) Semoff Brothers Racing/Xtreem Peformance (28).

ROAD RACE AMA/CCS Daytona Sprint Races

Britt Turkington (100) leads Jamie Bowman (1x) en route to one of his four wins.

Turkington and Wells get it right

By Henny Ray Abrams

DAYTONA BEACH, FL, FEB 26-28

The amateurs come to the AMA/CCS weekend at Daytona International Speedway to win races and get noticed with an eye toward next year. The pros come to learn with an eye toward next week when the races mean a whole lot more.

The rider who learned the most this weekend had to be Suzuki's Britt Turkington. The Texan not only won four races, actually three, but also finished second twice and, more than that, proved that the new Suzukis were a force to be reckoned with.

"The CCS entry fee is cheap track time for Daytona," Turkington said at the end of his very successful weekend. "You'd need a full year to totally dial a bike in right, but the track is starting to come in and it was a lot better today (Sunday) than it was yesterday when it was cold and windy."

The difference, and how much Turkington learned, was apparent in his lap times. In his first win, Saturday's seven-lap, 25-mile Expert Middleweight Supersport, Turkington's average lap time aboard his Suzuki GSXR600 was two-minutes, 4.783-seconds and he beat Jason Pridmore to the line by over six seconds. In his final win, Sunday's Expert Middleweight Superbike, Turkington's average lap time dropped to 2:03.628.

In between those two wins came a pair of victories aboard the Suzuki GSXR750. On Saturday he beat Christian Gardner by over five seconds in the Expert Heavyweight Superbike and, on Sunday, led Team Valvoline Suzuki's Kurt Hall across the line in the Expert Heavyweight Supersport, winning by over eight seconds. Vance & Hines Yamaha's Colin Edwards was leading that race, but pulled off the track on the final lap while leading Turkington's teammate Thomas Stevens because both were using the race for track time on their superbikes and would have been disqualified. Turkington was on his Supersport-spec machine.

In addition to the four wins, there were a pair of seconds on Friday in the 14-lap, 50-mile Expert Solo GTO and Expert Solo GTU races, with Turkington finishing 2.534 seconds behind Yamaha of Leesburg's Damian Weber in the latter race.

"Overall we learned a lot from these races," said Turkington, who had to start from the eighth row in two of his wins. "The bike worked good and I dropped my lap times. We're in good shape for the pro events coming up."

Turkington had a chance for more wins, but scratched from his last race of the weekend, the Unlimited GP. That one went to Stevens, the Floridian taking the lead from the sixth row on the second lap for a runaway win in front of Christian Gardner.

Gardner had gotten his lone win of the weekend in the 25-lap, 50-mile Expert Solo GTO, a race with a wide variety of equipment. Gardner won on his Yamaha OW01 Superbike, Turkington was second on his Supersport-mount, Two Brothers Racing's Rick Kirk was third on a Honda CBR900, and Southwest Motorsports' Chris D'Aluisio was fourth on a Yamaha TZ250.

Riding a Yamaha TZ250 with a plain white fairing, because he'd just taken delivery and hadn't had time to have it painted, Canadian Jon Cornwell won the Expert Lightweight GP after a thrilling fight with Bad Boyz Racing's William Quinn. Cornwell used his experience to break away from Quinn exiting the chicane on the final lap, denying him the draft. Still, the margin at the line was .298-of-a-second one of the closest finishes of the weekend.

After a 15-year lay-off from road racing, Georgian Kent Wells returned at Daytona, scoring three class wins, the most of any amateur. Wells, 36, who in the interim has been racing motocross and hare scrambles, rode his Trinity Racing Honda CBR600 to victory in the Amateur Solo GTU, Amateur Middleweight GP, and Amateur Middleweight Superbike classes, then credited fellow Georgian Scott Russell for his success.

"He doesn't know it, but he (Russell) helped me out a lot. I must have watched the films of Russell and Polen from last year about 20,000 times," Wells, who passed a rider's school at Road Atlanta this past winter to qualify to race, said. "I used every one of his lines."

He also wanted to thank Greg Cope, of Greg Cope Enterprises, for building his engines. "I spent the last three months building my bike, but Greg built the motor. He used to work for Vance & Hines and built Jamie James' bikes. He knows about drag racing and he knew what he was doing," Wells said.

The only other multiple-class winner was Fast Boyz Toyz Johnathan Bolton, the South Carolinian winning both the Amateur Solo GTO and Amateur Heavyweight Superbike aboard his Suzuki GSXR750.

"I'm one happy man," Bolton said after his second win. "That's the way to start the week. I was getting pretty tired there at the end of the race and I was concerned about my tires. I ran them pretty good in my first race so I tried to conserve them a little bit."

Both of Bolton's wins came on Friday and both were decisive. In his first win, the five-lap Heavyweight Superbike, he crossed the line 13.535 seconds in front of Rick Beggs of Fast Line Racing after averaging 97.605 mph for the race. His second win, in the Solo GTO, came at the hands of Odaguss Racing's David Olin who he bested by 7.944 seconds after 10 laps of racing. He averaged 96.783 mph in that 22:04.221-minute long race.

In a preview of the 80-plus entry Harley-Davidson Twin Sports race during Cycle Week, defending National Champion Scott Zampach powered his Tilley's H-D to the front on the fifth of seven laps before pulling clear of a wonderful fight for second place. That bout went to Lancaster H-D's Randy Texter, the Pennsylvanian drafting past Bartels' H-D Nigel Gale at the line.

"It's a great way to start off my races here at Daytona," said Zampach, who would later team with Michael Barnes to win the 3-Hour EBC Endurance Challenge aboard the Fastline/MCM Suzuki.

Barnes also took a sprint win, piloting a Yamaha TZ250 to the top in the Expert Middleweight GP. William Quinn was second, 4.334 seconds back, with Vance & Hines' Jamie Bowman third on his Yamaha FZR600 Supersport machine.

If the weekend was a preview of the racing to come, it was hopefully not a preview of the weather. Friday was cool and windy, and Saturday was chilling, the temperature dropping into the 40s with a stiff wind. Sunday was better with temperatures in the 60s and a light breeze with occasionally overcast skies.

The weekend was split up with six sprints on Friday, 13 on Saturday, and four more on Sunday, along with a 3-Hour EBC Endurance Challenge. Many of the riders rode multiple classes and it was a test of both their endurance and machine preparation.

It was also a test for air fence safety barriers installed along the banking wall at the exits of both the infield and chicane. The air fence was tested a few times, including in the Expert Middleweight Supersport, the race that would begin Turkington's winning ways.

Getting away fourth, Turkington was up to second on the second lap and under Jamie Bowman for the lead braking for the International Horseshoe on the third lap. Turning lap times in the mid 2:02s, Turkington turned up the heat and sped to the win as Bowman pulled down the pit lane on the final lap handing second to Jason Pridmore.

Pridmore had moved up from the back of the grid to move up into fifth place on the fifth lap. A lap later he drafted past Robin Holiday for fourth, then ran down Valvoline Suzuki's Chuck Graves at the line, drafting by on the high side to finish 6.408 seconds behind the winner.

"The first turn is hectic in the 600 class," Turkington said. "Those guys are swarming. That's why it's very important to qualify good in the 600 class. I was looking for a little better lap times," said Turkington, who, in winning, averaged 102.706 mph. "The track is cold and the wind is bad down the backstraight, but it helps you on the front straight."

The track was still cold later on Saturday when Turkington went out for the Expert Heavyweight Superbike, but the pace was hot with the Superbikes on the track and he tried to stay close.

"Early on, (Thomas) Stevens blew by me and I tried to hang on there, but they're just too fast," Turkington would later say.

Colin Edwards, who turned 19 on Saturday, jumped into the lead by the end of the first lap, taking Turkington and Stevens with him. Stevens was into second on the third lap and he and Edwards took off, clocking lap times in the 1:55s aboard their Superbikes. But Turkington ceded no more positions and was there to take the checkered flag when the leaders pulled down pit road on the final lap.

Gardner, who'd moved into fourth on the second go-around, gained two spots also and finished second, 5.326 seconds in arrears. In winning his second race of the day, Turkington averaged 1:06.812 mph.

"I'm just stoked that Colin and Thomas pulled off and parked their superbikes," Turkington said.

Sunday's better weather meant tires came in (got up to working temperature) sooner, making traction better, and Turkington was able to drop the lap times aboard his Suzuki GSXR750 in the Expert Heavyweight Supersport. He took the lead on the first lap in the right-hand International Horseshoe with Valvoline Suzuki teammates Chuck Graves and Kurt Hall moving with him. The trio of Suzukis quickly split from the field, where a three-way battle for fourth erupted.

At the midway point in the seven-lap race, Turkington held about a 2.5-second lead, a margin that would stretch to 8.278 seconds at the end. The battle for second continued until the sixth lap when Graves crashed going up onto the banking while in second place. Hall would take over second with Pridmore getting the nod in third.

"I think my best lap on the 750 was a 57.8," said Turkington, whose average lap time was 1:59.576, and average speed was 107.179 mph, after winning his third race. "We're just trying to make slight changes and see where the stopwatch takes us. A lot of times you think you have it maxed out, but there's more there."

Back on the 600 for the Expert Middleweight Superbike, Turkington drafted into the lead on the second lap, blowing past Bowman and Apache Racing's John Clarke entering the chicane. From there on it was a clear track and Turkington had one thought in mind: "From the third lap on I was going to see my best lap times. I had a really good lap going and I'm sure it would've been a two-flat, but some guy moved into my way," Turkington said.

Crossing the line 5.66 seconds after Turkington was Bowman with Clarke about 17 seconds back in third.

In the Expert Unlimited GP, William

Quinn got such a jump on the field that he had over a five-second lead at the end of the first lap. But Jon Cornwell and Southwest Motorsports Chris D'Aluisio were just getting warmed up. On the second lap D'Aluisio moved up into second place, cutting Quinn's lead to less than three seconds and taking teammate Chris Taylor in his draft. Then, a lap later D'Aluisio took the lead, only to crash when he lost the front end in the International Horseshoe.

The lead went back to Quinn. Cornwell was soon up to second, then challenging for the lead before the end of the fourth lap. He took it with a pass on the tri-oval on the fifth lap, before Quinn drafted by a lap later.

On the short straight run-up to the infield exit, Cornwell weaved his way to the front, the pair exited side-by-side, with Cornwell holding the edge going into the chicane. Coming out Cornwell used a lapped rider to break the draft, cutting through the air to win by .298-of-a-second. Quinn was well in front of Taylor with Southwest Motorsports Danny Walker fourth.

"We had a radical re-think last night and it definitely paid off," Cornwell said. "We went back to some conservative settings. The wind makes it difficult to pick gearing because whichever way you go, you're off on the other side of the track.

"It's nice to win, but if Chris hadn't crashed he would have been long gone. This is a new bike and the settings that worked last year, don't work this year," Cornwell said.

After pulling off during one of the earlier races, the track announcers were confident Thomas Stevens would do it again in the Unlimited GP. But his bike was legal this time, though he did make a bit of a race of it.

While leading on the second lap he waved a number of riders by on the infield straight leading to the dogleg. Most likely it was to size up the competition because he was back in front at the end of the second lap, dropping his lap times into the 1:55s and pulling away from second place.

Stevens would win by 15.287 seconds, averaging 109.943 mph for the seven-lap, 25-mile race that he completed in 13:38:2.17.

The race was for second, with Gardner taking over on the fourth lap with a pass of Ducati-mounted Pablo Real and keeping the spot. Real came under attack from behind, but held off Eric Moe with D'Aluisio moving up to fifth and challenging Moe, as the race wound down.

For Kent Wells, the first of his three wins was the easiest. "Greg Cop builds a fabulous motor which puts out a lot of horsepower. I didn't think anybody could come and get me. I knew the draft was working good and once I broke away I just ran my own race. Basically, that's all there was to it," Wells said of his Amateur Solo GTU win on Friday.

Gerry Hasher was second and Mark Coop third. Coop and Hasher would finish first and second in the Amateur Middleweight Supersport, but were disqualified for having illegal airbox modifications. Hasher was also disqualified from the Amateur Heavyweight Supersport after winning that, also. He explained that he'd raced three races in a row on the same machine, and didn't have to go through a post-race tech inspection until after the Amateur Solo GTU which allows modifications.

Coop was legal in the Amateur Middleweight GP, but didn't have enough steam to keep up with Wells. The Georgian beat Coop to the line by 3.689 seconds at the end of the seven-lap, 25-mile race. The race might have been more competitive, but Hasher was given a stop-and-go penalty for jumping the start and finished back in 31st place.

But both were up to speed in the Amateur Middleweight Superbike, a race the two made contact in more than once.

Hasher got the jump with Wells second and Coop third. Wells ran down Hasher in the chicane on the second lap and took the low-side on the banking making the run to the finish line. Hasher used a late-braking maneuver to take it back on the third lap, Hasher going back in front on the west banking with Coop third the whole time.

For the next four laps Hasher and Wells would trade spots all over the track leaving no doubt the race would be decided at the flag. Wells appeared to have the power on the banking with Hasher scraping through the infield to keep pace.

On the final lap, Wells held the lead going up onto the banking and that wasn't a good sign for Hasher. Wells used his motor to pull away and used some backmarkers to amass a 2.982-second lead at the end. Hasher held onto second, about seven seconds in front of Coop.

"He could out-brake me and I could out-accelerate and out-corner him," Wells said. "I could out-brake him in turn one and the chicane. We touched once or twice. He tried to come in too hard. He overshot one real bad once.

At the end, "slower riders really got in the way. When I didn't see him beside me in the chicane I knew I had it won," Wells said just before driving back to Georgia.CN

Results

AM SOLO GTU: 1. Kent Wells (Hon); 2. Gerry Hasher (Hon); 3. Mark Coop (Hon); 4. Keith Koeppen (Yam); 5. Scott Briscoe (Hon); 6. Paul Sloane (Hon); 7. Lazaro Villa (Yam); 8. Ed Hoffman (Hon); 9. Mark Hayes (Yam).

AM L/W S/TW: 1. Eric Moucatel (Duc); 2. Robin Kendall (H-D); 3. Dennis Pollard (Kaw); 4. Robert Brooks (Kaw); 5. Christopher Dabbs (H-D); 6. Wesley Gross (H-D); 7. Ronnie Holloman (Tri); 8. W. Craig Pukall (H-D).

EX L/W S/TW: 1. Kiyo Watanabe (Hon); 2. David Robertson (Duc); 3. Pierre Lacasse (Hon); 4. Marcus Day (Kaw); 5. Ian Cobby (H-D); 6. Thomas Fournier (Duc); 7. John Aksel (Duc); 8. Gerald Young (Hon); 9. Antony Lineberger (Kaw); 10. Edward Salley (Yam).

AM H/W S/BK: 1. Jonathan Bolton (Suz); 2. Rick Beggs (Kaw); 3. Gerry Hasher (Hon); 4. Paul Fombrun (Kaw); 5. David Olin (Suz); 6. Timothy Hammitt (Suz); 7. Michael Castell (Hon); 8. Sean O'Keefe (Kaw); 9. Michael Montgomery (Kaw); 10. Peter Butler (Kaw).

AM M/W SS: 1. Tom Fortune (Hon); 2. Scott Briscoe (Hon); 3. Keith Koeppen (Yam); 4. Bill Parr (Hon); 5. Ed Hoffman (Hon); 6. Mark Hayes (Yam); 7. Scott Pedersen (Yam); 8. Stuart Vernon (Hon); 9. Steve Reker (Hon); 10.; Michael Castell (Hon).

EX SOLO GTU: 1. Damian Weber (Yam); 2. Britt Turkington (Suz); 3. Takahiro Mori (Hon); 4. Todd Harrington (Hon); 5. Jon Cornwell (Yam); 6. Chris Taylor (Yam); 7. Robin Holiday (Hon); 8. David Estok (Hon); 9. Aaron Yates (Hon); 10. Chuck Downie (Hon).

AM SOLO GTO 1. Jonathan Bolton (Suz); 2. David Olin (Suz); 3. Timothy Hammitt (Suz); 4. Rick Beggs (Kaw); 5. Paul Fombrun (Kaw); 6. Paul Sloane (Hon); 7. Matthew Gross (Suz); 8. Daniel Fisher (Yam); 9. Sean O'Keefe (Kaw); 10. Scott Cunningham (Suz).

EX SOLO GTO: 1. Christian Gardner (Yam); 2. Britt Turkington (Suz); 3. Rick Kirk (Hon); 4. Chris D'Aluisio (Yam); 5. Rick Shaw (Yam); 6. Kevin Graham (Kaw); 7. Danny Walker (Yam); 8. Steve Patterson (Suz); 9. Jim Sabin (Kaw); 10. Kevin Hunt (Hon).

AM M/W GP: 1. Kent Wells (Hon); 2. Mark Coop (Hon); 3. Ed Hoffman (Hon); 4. Lazaro Villa (Yam); 5. William Brandvold (Hon); 6. Scott Briscoe (Hon); 7. Tom Fortune (Hon); 8. Keith Koeppen (Yam); 9. Paul Sloane (Hon); 10. Mark Hayes (Yam).

AM L/W SS: 1. Jeff Williams (Yam); 2. Ian Lineberger (Yam); 3. George Cervasi (Yam); 4. Ken Degnan (Yam); 5. John Reese (Hon); 6. Thomas Sonnenberg (Yam); 7. Angele Hitchcock (Yam); 8. John Dupree (Yam); 9. Philip Digregorio (Yam).

EX L/W SS: 1. Todd Keesee (Yam); 2. Paul Scarpa (Yam); 3. Greg Geonis (Yam); 4. Scott Brown (Yam); 5. David Bettridge (Yam); 6. Kurtis Bese (Yam); 7. Michael Graham (Yam); 8. Jeff Dougherty (Yam); 9. Alan Summers (Yam); 10. Philip Digregorio (Yam).

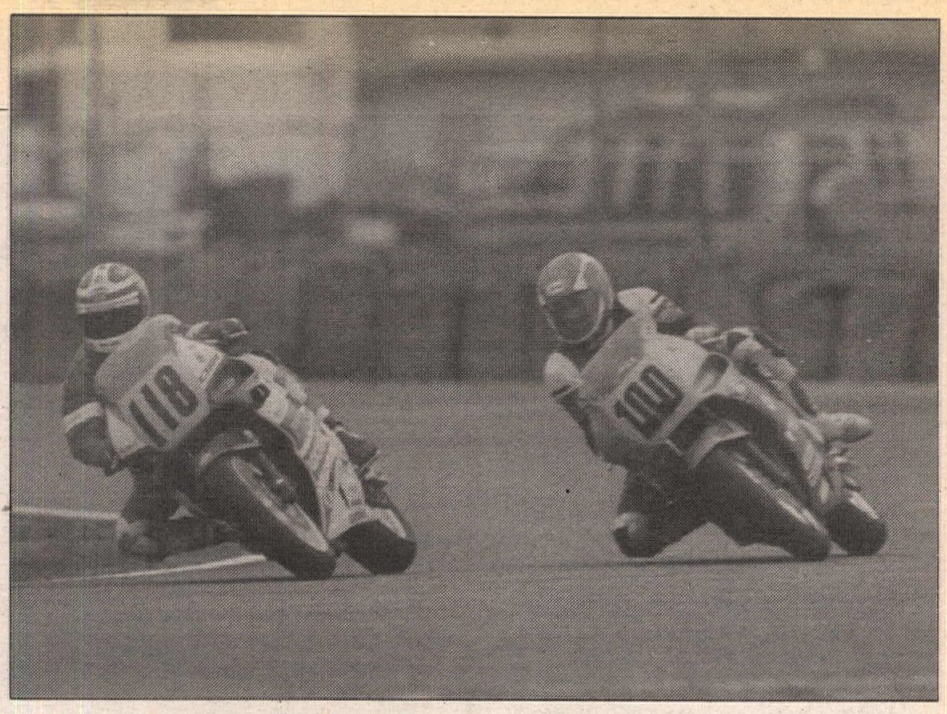
EX M/W SS: 1. Britt Turkington (Suz); 2. Jason Pridmore (Kaw); 3. Chuck Graves (Suz); 4. Robin Holiday (Hon); 5. Aaron Yates (Hon); 6. Michael Martin (Suz); 7. Kurt Hall (Suz); 8. Thomas Montano (Yam); 9. Kevin Rentzell (Hon); 10. Luis Jaramillo (Hon).

AM H/W SS: 1. Rick Beggs (Kaw); 2. Scott Briscoe (Hon); 3. Sean O'Keefe (Kaw); 4. Rodney Polen (Suz); 5. Peter Butler (Kaw); 6. Michael Castell (Hon). 7. Stuart Vernon (Hon); 8. Eddie Dimeglio (Hon); 9. Steve Reker (Hon); 10. Lee Acree (Hon).

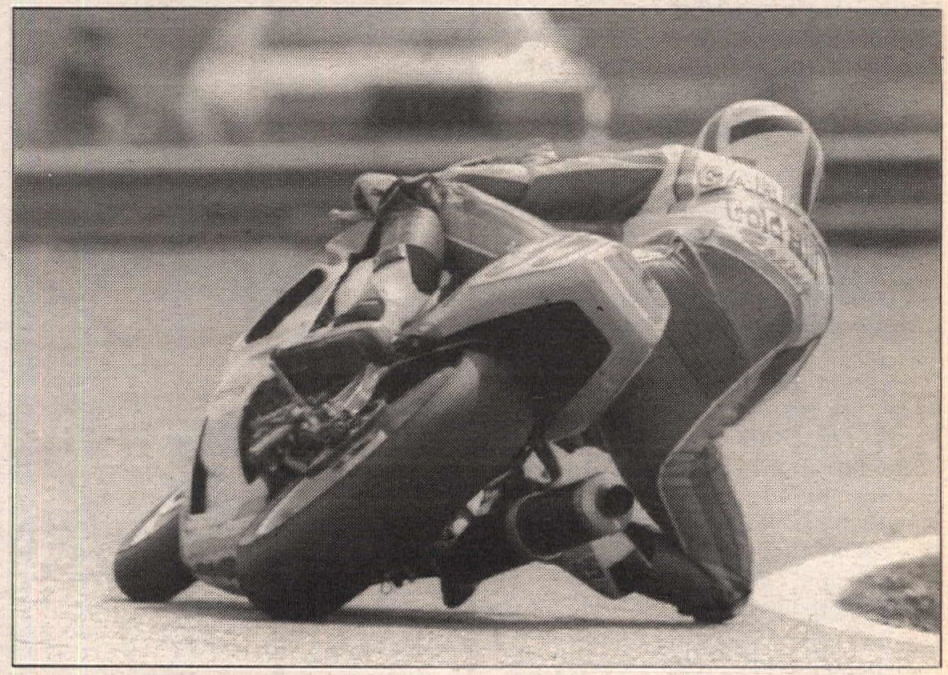
EX M/W GP: 1. Michael Barnes (Yam); 2. William Quinn (Yam); 3. Jamie Bowman (Yam); 4. Todd Harrington (Hon); 5. William Luke (Hon); 6. John Clarke (Hon); 7. Greg Esser (Yam); 9. Evan Semoff (Hon); 10. Glenn Cooper (Hon).

U/LTD SS: 1. Anthony Weadon (Hon); 2. Jason Pridmore (Kaw); 3. David Stanton (Suz); 4. Robert Wright (Suz); 5. Marc Smith (Kaw); 6. Robert Meister (Suz); 7. Billy Eisenacher (Hon); 8. Gene Church (Hon); 9. Mark Black (Kaw); 10. Kevin Rentzell (Suz).

EX L/W GP: 1. Jon Cornwell (Yam); 2. William Quinn (Yam); 3. Chris Taylor (Yam); 4. Danny Walker (Yam); 5. Andrew Trevitt (Yam); 6. Mark Foster (Yam); 7. Perry Melneciuc (Hon); 8. Christopher Stefanik (Yam); 9. Charles Satcher (Yam); 10. Bowe Herron (Yam).



Gerry Washer (118) leads eventual winner Kent Wells (100) in Amateur Solo GTU.



Christian Gardner won the Expert Solo GTO class on his Gold Hill Yamaha.

Scott Zampach (204) leads Randy Texter (65) and Nigel Gale in Twin Sport action.

AM L/W GP: 1. Glen Paron (Yam); 2. Ian Lineberger (Yam); 3. Burke Meyers (Yam); 4. Thomas Sonnenberg (Yam); 5. Erich Frahm (SMR).

EX H/W S/BK: 1. Britt Turkington (Suz); 2. Christian Gardner (Yam); 3. Wolfgang Hambach (Kaw); 4. Eric Moe (Hon); 5. Paul Schwemmer (Hon); 6. Rick Shaw (Yam); 7. Mark Black (Kaw); 8. Bill Loomis (Suz); 9. Ernie Kicklighter (Kaw); 10. Kevin Hunt (Suz).

AM L/W S/BK: 1. William Comegys (Hon); 2. Ian Lineberger (Yam); 3. Jimmy Yarbrough (Yam); 4. Gary Berbaum (Yam); 5. Thomas Sonnenberg (Yam); 6. George Gervasi (Yam); 7. Philip Digregorio (Yam); 8. Angele Hitchcock (Yam); 9. John Reese (Hon); 10. John Dupree (Yam).

EX L/W S/BK: 1. Kelly Moody (Yam); 2. Ivan Hills (Yam); 3. Todd Keesee (Yam); 4. Chad Barth (Yam); 5. Ronald Stone (Hon); 6. Paul Scarpa (Yam); 7. Mark Smith (Rtx); 8. Marcus Day (Kaw); 9. Scott Brown (Yam); 10. Pierre Lacasse (Hon).

AM M/W S/BK: 1. Kent Wells (Hon); 2. Gerry Hasher (Hon); 3. Mark Coop (Hon); 4. Tom Fortune (Hon); 5. Lazaro Villa (Yam); 6. Ed Hoffman (Hon); 7. Scott Briscoe (Hon); 8. Scott Pedersen (Yam); 9. Bill Parr (Hon); 10. Matthew Gross (Suz).

AM SPTSMN: 1. Jimmy Yarbrough (Yam); 2. Erich Frahm (SMR); 3. Andrian Hunt (Yam); 4. Chuck Menotte (Yam); 5. Gary Berbaum (Yam); 6. Dennis Pollard (Kaw); 7. Robert Brooks (Kaw); 8. Carl Anderson (Yam); 9. David Barrett (Yam); 10. Robert Tapscott (Hon).

EX SPTSMN: 1. Richard Bolen (Yam); 2. Mark Smith (Rtx); 3. Kevin McCrea (Kaw); 4. David Yesman (Yam); 5. Don Canet (Mat); 6. Antony Lineberger (Kaw); 7. Mike Copley (Kaw); 8. Tony Martin (Yam); 9. Chad Barth (Yam).

EX H/W SS: 1. Britt Turkington (Suz); 2. Kurt Hall (Suz); 3. Jason Pridmore (Kaw); 4. Robert Wright (Suz); 5. Robert Meister (Suz); 6. David Stanton (Suz); 7. Fritz Kling (Kaw); 8. Shawn Higbee (Kaw); 9. Michael Martin (Suz); 10. Mark McDaniel (Suz).

ULTD GP: 1. Thomas Stevens (Suz); 2. Christian Gardner (Yam); 3. Pablo Real (Duc); 4. Eric Moe (Hon); 5. Chris D'Aluisio (Yam); 6. Kevin Graham (Kaw); 7. Andrew Trevitt (Yam); 8. Kevin Hunt (Suz); 9. Donald Berry (Kaw); 10. Greg Nichols (Kaw).

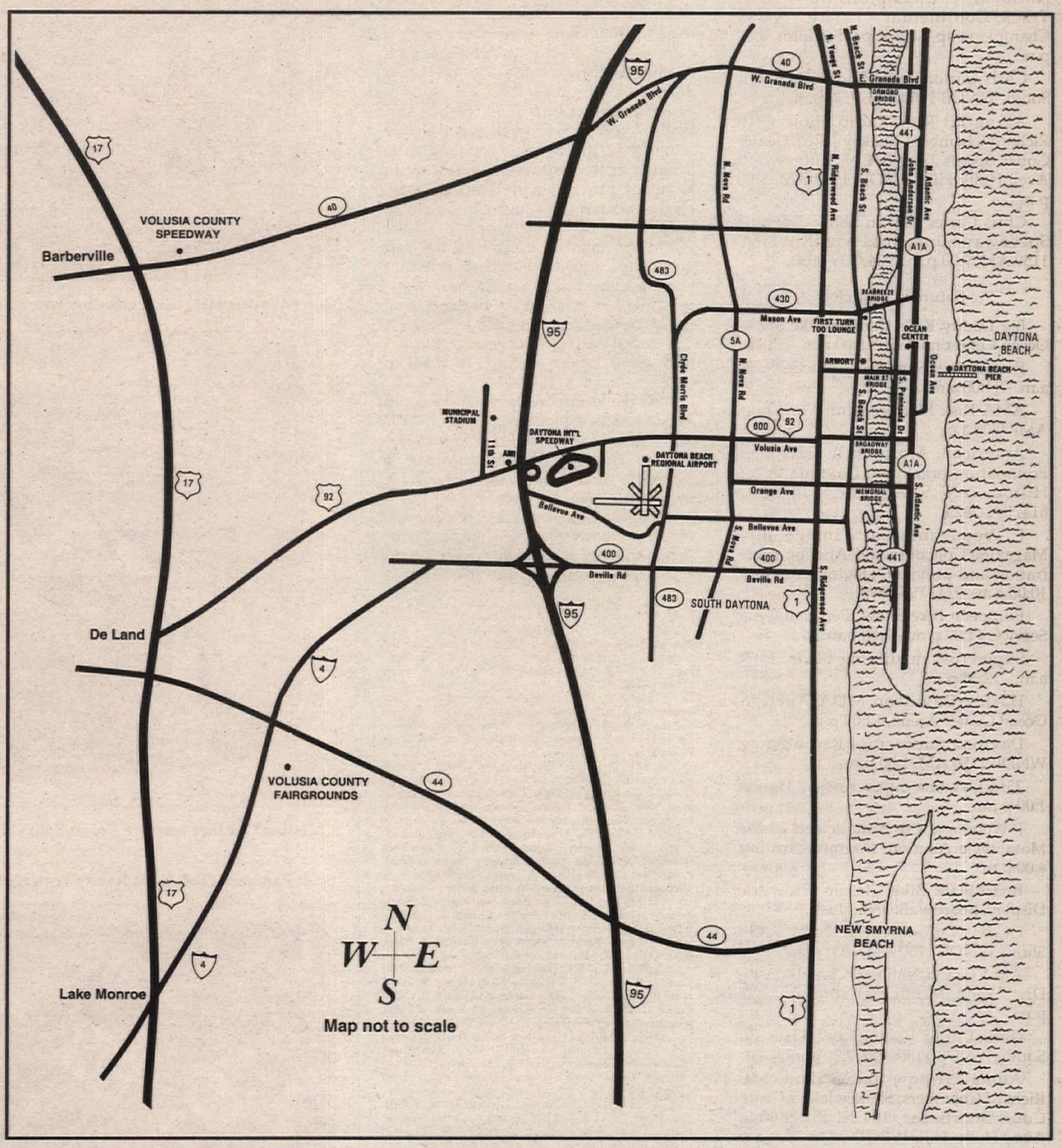
EX M/W SB: 1. Britt Turkington (Suz); 2. Jamie Bowman (Yam); 3. John Clarke (Hon); 4. Glenn Cooper (Hon); 5. Thomas Montano (Yam); 6. Evan Semoff (Hon); 7. William Luke (Hon); 8. Thorvald Saeby (Kaw); 9. Bill Knox (Hon); 10. Karl Hall (Hon).

AM U.S TW/SPRTS: 1. Robin Kendall (H-D); 2. Graham Smith (H-D); 3. Jason Fletcher (H-D); 4. Wesley Gross (H-D); 5. Darvin Loyd (H-D); 6. Lester Metzler (H-D); 7. Bill Kirtley (H-D); 8. Christopher Dabbs (H-D); 9. C.J. Holmes (H-D).

EX U.S TW/SPRTS: 1. Scott Zampach (H-D); 2. Randy Texter (H-D); 3. Nigel Gale (H-D); 4. Shawn Higbee (H-D); 5. Francis Williamson (H-D); 6. John Long (H-D); 7. Roger Reiman (H-D); 8. Ian Cobby (H-D); 9. Fabian Cortez (H-D); 10. Shawn McNary (H-D).

PREVIEW Daytona Cycle Week '93

Camel Motorcycle Week - Daytona Beach, Florida



Wednesday, March 3

AMA breakfast, AMI, (daily through March 6) 7:30 a.m. - 10:00 a.m.

Professional road race practice, 8 a.m. - 1:30 p.m.

Harley-Davidson Ride-In Show, Ocean Center north lot, 8:00 a.m. - 4:00 p.m.

Registration and start of Daytona Dirt Riders Assn. Dual Sport Ride, Municipal Stadium, 9:00 a.m. 904/761-5522.

Harley-Davidson demo rides, northeast corner of Speedway, (daily through March 6) 9:00 a.m. - 3:00 p.m.

AHRMA British Bike Magazine Trial, Florida Motorsports Complex, Ocala, 9:00 a.m., 715/842-9699.

Brute Horsepower Shootout, AMI, (daily through March 5) 9:30 a.m. - 3:00 p.m., 800/881-2264.

Harley-Davidson Motorcycle Show, Ocean Center, (daily through March 6) 10:00 a.m.

J. Wood and Co. Trade Show, British Bike Day, Daytona Armory, 904/795-8895.

Daytona 200 M.C . Alligator Road Tour, starts from clubhouse, 3602 Volusia Ave., 10:00 a.m., 904/672-3927.

Registration for 43rd Alligator Enduro, behind AMA building at Speedway, 1:00 p.m. - 5:00 p.m., 904/761-5522.

Amateur Short Track, Orange County Speedway, Bithlo, 813/884-5561, 1:00 p.m.

Supersport 600 Group 1 qualifying, 1:30 p.m. - 1:55 p.m.

Supersport 600 Group 2 qualifying, 2:05 p.m. - 2:30 p.m.

Supersport 750 Group 1 qualifying, 2:40 p.m. - 3:05 p.m.

Supersport 750 Group 2 qualifying, 3:15 p.m. - 3:40 p.m.

Harley-Davidson Twinsports qualifying, 3:50 p.m. - 4:15 p.m.

Daytona Fun Machine Radio Show, WNDB 1150 AM, 4:00 p.m.

Professional road race practice, 4:15 p.m. - 5:30 p.m.

Bridgestone Race Fever Radio Show, Volusia Mall, WNDB 1150 AM, 6:00 p.m.

Speedway races, Volusia County Fairgrounds, Deland, 7:00 p.m.

Harley-Davidson Dresser Light Show, Ocean Center north lot, 8:30 p.m.

Chris Carter Radio Show, Days Inn South, WNDB 1150 AM, 7:30 p.m.

Along Pit Row Radio Show with Richard Chambers, Shakey Jake's Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.

Chris Carter Call In Show, Harley-Davidson/Wiseco Dirt Track Night, WNDB 1150 AM, 9:00 p.m., 904/239-0033.

Thursday, March 4

Professional road race practice, 8:00 a.m. - 10:00 a.m.

Harley-Davidson Ride-In Show, Ocean Center north lot, 8:00 a.m.

43rd Alligator Enduro, Relay Wildlife Management Area, State Rd. 11, Flagler County, 904/761-5522.

Daytona International Motorcycle Show, speedway grounds, (daily through March 6) 9:00 a.m. - 6:00 p.m.

J. Wood and Co. Trade Show, British and Early American Bike Day, Daytona Armory, 725 Ballough Rd.,10:00 a.m., 909/795-8895.

Harley-Davidson Poker Run, Ocean Center MDA booth, 10:00 a.m.

Jam-On Productions Motorcycle Swap Meet, Volusia County Fairgrounds, Deland, (daily through March 7) 10:00 a.m.

Qualifying For The Pole Radio Show, WNDB 1150 AM, 10:00 a.m.

Superbike Group 1 qualifying, 10:00 a.m. - 10:55 a.m.

World Bike Expo, Daytona Beach boardwalk, (daily through March 6) 11:00 a.m. - 5:00 p.m.

Superbike Group 2 qualifying, 11:05 a.m. - 12:00 p.m.

Amateur Short Track, Orange County Speedway, Bithlo, 813/884-5561, 1:00 p.m.

Int'l Lightweight 250 Group 1 qualifying, 1:00 p.m. - 1:25 p.m.

Int'l Lightweight 250 Group 2 qualifying, 1:35 p.m. — 2:00 p.m.

Arai Twin 50 Radio Show, WNDB 1150 AM, 2:00 p.m.

Arai Twin 50 1 (15 laps, 50 miles), Arai Twin 50 2 (15 laps, 50 miles), GTU final (60 minutes), 2:15 p.m.

Daytona Fun Machine Radio Show, WNDB 1150 AM, 4:30 p.m.

Bridgestone Race Fever Radio Show, Volusia Mall, WNDB 1150 AM, 6:00 p.m.

AMA Professional Short Track, Municipal Stadium, 8:00 p.m.

Chris Carter Radio Show, Days Inn South, WNDB 1150 AM, 7:30 p.m.

Along Pit Row Radio Show with Richard Chambers, Shakey Jake's Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.

Chris Carter Call In Show, Team Yamaha Night, WNDB 1150 AM, 9:00 p.m., 904/239-0033.

Friday, March 5

Professional road race practice, 8:00 a.m. - 12:00 p.m.

Daytona Beach Boardwalk Classic Bike Show, Main St. Pier, 8:00 a.m. - 6:00 p.m.

Registration for BMW/AHRMA Concours d'Elegance, Speedway infield, 9:00 a.m.

J. Wood and Co. Trade Show, European and Japanese Bike Day, Daytona Armory, 10:00 a.m.

Harley-Davidson Poker Run, Ocean Center MDA booth, 10:00 a.m.

Supersport and GTO Radio Show, WNDB 1150 AM, 1:00 p.m.

Int'l Lightweight 250 final (18 laps, 64 miles), Supersport 750 final (15 laps, 50 miles), GTO final (90 minutes), 1:00 p.m.

European Motorcycle Dinner,

All events held at Daytona International Speedway unless indicated otherwise. Ticketing information for all races at the Speedway is available by calling 904/253-7223.

Personal Cycle Service, 115 E. Mason Ave., 6:00 p.m.

600 Short Track Radio Show, WNDB 1150 AM, 6:00 p.m.

AMA Daytona Budweiser 600cc National Championship Dirt Track/Continental Tire 883 Championship, Municipal Stadium, 8:00 p.m.

Chris Carter Radio Show, Days Inn South, WNDB 1150 AM, 7:30 p.m.

Along Pit Row Radio Show with Richard Chambers, Shakey Jake's Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.

Chris Carter Call In Show, Daytona Speedway Supercross Night, WNDB 1150 AM, 9:00 p.m., 904/239-0033.

Saturday, March 6

Big Daddy Rat's Custom Bike Show, Ocean Center north lot, 8:00 a.m. - dusk.

Professional Supercross practice, 8:30 a.m. - 11:00 a.m.

AMA Risk Management Workshop, AMI, 9:00 a.m.

American Motorcycle Heritage Foundation breakfast, Daytona Beach Hilton, 2637 S. Atlantic, 9:00 a.m., 614/891-2425.

J. Wood and Co. Vintage Bike Magazine Concours and Auction registration and preview, Daytona Armory, 10:00 a.m., 914/795-8895.

European Bike Show, Personal Cycle Service, 11:00 p.m. - 1:00 p.m.

Supercross qualifying heats, 11:30 a.m. - 12:30 p.m.

Harley-Davidson MDA Auction, Ocean Center Arena, 12:00 p.m.

Daytona Supercross Radio Show, WNDB 1150 AM, 1:00 p.m.

23rd Daytona Supercross by Honda, 1:00 p.m.

J. Wood and Co. Antique and Classic Motorcycle Auction, Daytona Armory, 4:00 p.m.

Boardwalk Bike Classic Fireworks Display, Boardwalk area, dusk.

Grand National Short Track Radio Show, WNDB 1150 AM, 6:00 p.m.

AMA Grand National Championship Dirt Track, Municipal Stadium, 8:00 p.m.

Chris Carter Radio Show, Days Inn South, WNDB 1150 AM, 7:30 p.m.

Along Pit Row Radio Show with Richard Chambers, Shakey Jake's Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.

Chris Carter Call In Show, Daytona Speedway Daytona 200 Night, WNDB 1150 AM, 9:00 p.m., 904/239-0033.

Sunday, March 7

Blessing of the Bikes, St. Paul's Catholic Church, 3 blocks north of Volusia on U.S. 1, 7:30 a.m.

Motorcycle parade to speedway, departs Bellair Plaza, 2425 N. Atlantic, 8:00 a.m.

Professional road race practice, 8:00 a.m. - 9:30 a.m.

Daytona International Motorcycle Show, speedway grounds, 9:00 a.m. - 5:00 p.m.

Harley Heaven opens, south side of Speedway, 10:00 a.m.

Daytona 200 Radio Show, WNDB 1150 AM, 11:00 a.m.

HP4 Supersport 600 Int'l Challenge (18 laps, 64 miles), 11:00 a.m.

Harley-Davidson Twinsports final (7 laps, 25 miles), 12:00 p.m.

52nd Daytona 200 by Arai (57 laps, 200 miles), 1:30 p.m.

PRE-ENTRY FORM

DALLAS AMATEUR SUPERCROSS

Sunday, March 28, 1993
TEXAS STADIUM

ENTRY INFO (No Refunds)
Mail-In Pre-Entry - $40
Post Entry (At Registration) - $50

3/27/93 SATURDAY ONLY
SIGN-UP
Pre-Entered Riders - pick-up packet at registration.
Post Entry - Sign Up and pick-up packets at registration.
HOURS: 9:00 AM-6:00PM at Race Headquarters

ABSOLUTELY NO RACE DAY SIGN UP!
All Riders and mechanics **MUST** come for registration at race headquarters!
All minors(under 18) **MUST** have parent or notarized legal guardian present at registration.

AMA AMATEUR SUPERCROSS CHAMPIONSHIP SERIES

ADMISSION
Amateur Event Only
Adults...$8.00
Children (10 and Under)...$5.00
Available event day ONLY

RACE HEADQUARTERS
Harvey Hotel
4545 W. John Carpenter FWY
Irving, TX 75063
Phone: (214) 929-4500
114-West John Carpenter FWY
Exit-Esters Blvd.

World Sports

PRE-ENTRY INFORMATION
A LIMITED NUMBER OF ENTRIES ARE BEING ACCEPTED!
If there is a problem with your entry you will be contacted.

HONDA & SUZUKI CONTINGENCY PROGRAM

Clip and Save Top Portion for Your Information.

DALLAS CLASS STRUCTURE
Place a ✓ in the class(es) you choose to ride.

___ 51cc Auto (4-8) Stock
___ 65cc 7-11
___ 85cc 7-11
___ 85cc 12-13
___ 85cc 14-15
___ 125 C Novice
___ 125 B Intermediate
___ 125 A
___ 125 Youth 12-15
___ Plus 25
___ 250 C Novice
___ 250 B Intermediate
___ 250/500 A
___ Seniors 30-Up
___ Seniors 35-Up
___ Seniors 40-Up
___ 500 Novice "B/C"

AWARDS PAY BACK 7 PLACES

PRE-ENTRY MAIL-IN ENTRY FEE
$40.00 Per Class

MAIL-IN ENTRY FEE INCLUDES: Amateur Rider Gate Fee, Rider Entry Fee. PLUS an Action Pit Pass and an Early Entry Pass to Saturday Nights pro Supercross.
AT-EVENT ENTRY FEE $50 PER CLASS INCLUDES: Amateur Rider Gate Fee, Amateur Rider Entry Fee.

EACH PRE-ENTRY MUST BE POSTMARKED BY MARCH 12, 1993

Name: _____ Birthdate: _____ AMA #: _____ Bike Brand: _____
Address: _____ City: _____ State: _____
Zip: _____ Day Phone: _____ Riding #: _____ 2nd Choice _____

Number of Entries Checked: _____ X $40.00 equals _____ (Amount Due No Refunds)
AMA membership will be required. May be purchased at event. AMA-$29.00/year.

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NEW VIDEO RELEASES

Retail price on this release **$39.95**, includes shipping.

Now Available Through Cycle News Video Theater

"1990 AMA Heritage Homecoming and Museum Grand Opening"

(#10) EIGHT YEARS IN THE PLANNING...on August 16, 1990, more than 5,000 enthusiasts attended the Grand Opening of the Motorcycle Heritage Museum in Westerville, Ohio.

This one-hour video captures the excitement of that event, including interviews with opening ceremony guests of honor Jay Leno and Robert Forbes. It revisits moments during the eight years of planning behind the Museum, including the motorcycle centennial celebration when AMA members, including Freddie Spencer, Chris Carr and Bubba Shobert rode a working replica of the 1885 Daimler through the streets of Anaheim, California.

In addition, it documents the fun and excitement of the 1990 AMA Heritage Homecoming, culminating with the grand opening of the Motorcycle Heritage Museum.

See and hear what Leno, Forbes and others had to say about this great event, presided over by Larry Maiers, with additional narration by Dave Despain.

60 minutes from Motovideo.

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

ENDURO AMA National Championship Enduro Series: Round 2

FILE PHOTO

Joey Hopkins survived the adverse conditions to nab his first-ever National win.

Kevin Hines was second, and is currently tied with Jeff Russell for the points lead.

George Waller Jr. was impressive, dropping just 39 points for third overall.

Hopkins wins first-ever at Georgia survival run

By Davey Coombs

MAXEYS, GA, FEB. 21

Riding a modified Kawasaki KX250, local favorite Joey Hopkins bested over 300 riders and pulled out an upset victory at the muddy Cherokee National Enduro. The 30-year-old rider from North Augusta, South Carolina, turned in an impressive low score of 34 points to edge out Husqvarna's 1987 National Champion Kevin Hines and Team Green rider George Waller Jr., and post his first-ever National Enduro win. Rounding out the top five overall were Team KTM riders 1991 National Champion Jeff Russell and Georgian Allen Gravitt.

"This is my first National win, but it's also the second time that I've won this particular enduro," said Kawasaki/Team Green/Aken Motorcycle Sales/MSR/Scott/Shoei/Race Tech/Acerbis/Sprocket Specialists-sponsored Hopkins, who rode on minute 20. "Two years ago the club held a 25th anniversary run and I was able to win that, too. It was also extremely muddy, just like today. I was the first AA rider, and that gave me advantage out there, especially over the guys starting back in the 30s."

Still, Hopkins could take pride in conquering the tough 130-mile (including resets) trail in a steady, day-long downpour, though he did mention that the toughest section of trail was "from the start to the finish."

The Cherokee Enduro Club last held a National enduro in 1990, but the club has been doing off-road events for 27 years. Under the direction of Harold Barton, the club members designed a challenging-but-popular course. The attrition rate among the A and B division riders was high, as the trails become slimy and rutted while the day progressed. One particularly difficult section towards the end was deleted from the course when club officials decided that the off-camber, root-covered area would be a hazard to riders of all calibers.

The pine forests that cover the Greene and Ogelthorpe County area served as the backdrop for the narrow trails, and the Greene County Sheriff's Office provided assistance on the nearly 15 miles of road that was included on the course.

"The worst problem I had all day was in the last section, only about a half-mile from the last check," said Hopkins. "Everything was perfect up to that point, but then a rider I came up on just showered me with mud and water, and I really had a hard time seeing from that

point on. I went into that check at 2:10, which wasn't bad, I guess. I think I could've made it in on a late 'one', otherwise. I spent most of the day just riding at my own pace. Blair Sharpless was on the row behind me. We talked at the resets when we could, and he didn't seem to be catching me anywhere, so that was a good sign."

The victory offered another reward for Hopkins, as he locked up his fourth South Eastern Trail Riders Association Championship in addition to scoring the overall win. "I won the race, which was fine, but the main thing for me this season has been the (SETRA) championship," said Hopkins.

The signs were bad from the start for several of the other overall contenders. Ohio's Terry Cunnigham, piloting a new KDX200, was thought to be a favorite due to the inclement weather, but the 34-year-old four-time National Champion suffered early mechanical problems and finished an eventual 11th overall.

"It's hard to say right now exactly what the problem was," said the Team Green/MSR/Scott/EK/Dunlop/Acerbis/Bel-Ray/Bell/ICO/Renthal/Pro-Circuit-backed Cunningham. "I'm guessing that the needle in this year's bike is a little too lean. The bike is brand new, and maybe two miles off the start, it started sounding funny when I would shut off to enter a corner. It was fine like that until we were on a hard road and I was gearing down for a stop sign and the bike just seized up. By a stroke of luck (Team Green technician) Greg Quador was coming down the road in the truck, and he pulled in to help. We raised the needle to the last clip position and then the bike was fine for the rest of the day, but the damage to my chances of winning was already done."

As he did in the first round one week earlier, Suzuki's defending National champ Randy Hawkins had an off-day, finishing eighth overall after some early trail hassles knocked him off the pace.

"I dropped into a hole and got the front wheel stuck pretty good," said the Suzuki/MSR/Troy Lee/Scott/Pro Taper/Acerbis/RK/Metzeler/Uni/Bel-Ray/Jeff Spencer/Boyesen/Pro Circuit-backed Hawkins. "It was one of those ones where I had to get in there and dig it out with my hands, which in turn made it hard to hold on until I could get some new gloves. Everything just seemed to go downhill from there. I know that this enduro is just about three hours from my house, and it seems like I'm a local favorite, but my best days are when I keep my feet on the pegs, no matter where we are, and today I didn't do that. Whether it had rained today or not, I still think this would have been a nasty, muddy race. The rain just made it wet and that much colder, but I got some valuable points and I'm looking forward to the rest of the series."

At the finish, Hawkins was sporting a large abrasion on his neck that he had received when he faced a notorious uphill climb near the first gas stop. The Suzuki rider was directed by arrows away from the hill's approach, and soon found himself wrapped up in tree vines and branches. "I don't know what happened there. It was as if they were trying to cut the hill out and then they decided not to."

Russell's final score of 41 put him in a tie with runner-up Hines for the series points lead; Each rider has a second- and a fourth-place finish, with two events completed. First-round winner Larry Roeseler doesn't plan to contest the entire series, and was absent from the Georgia round.

Russell seemed pleased with his fourth-place finish, but would have liked to have done better. "I came in (to

BUY YOUR TICKETS NOW!

TOYOTA GRAND PRIX OF LAGUNA SECA

AMA NATIONAL ROAD RACING SERIES

APRIL 16, 17, 18, 1993
LAGUNA SECA RACEWAY
MONTEREY, CALIFORNIA

WEEKEND FEATURED RACES

- SUPERBIKE
- 250 GRAND PRIX
- 750cc SUPERSPORT
- 600cc SUPERSPORT
- HARLEY-DAVIDSON TWINSPORTS
- EBC ENDURANCE CHALLENGE

TOYOTA

ADVANCE TICKET ORDER FORM

Toyota Grand Prix of Laguna Seca
AMA National Road Racing Series
APRIL 16, 17, 18, 1993

ALL ADVANCE MAIL/TELEPHONE ORDERS MUST BE RECEIVED BY APRIL 9.

TICKET	TYPE	PRICE		NO.	TOTAL
3-Day Super Fri/Sat/Sun	Admission • Paddock	$50.00	X		$
2-Day Super Sat/Sun	Admission • Paddock	$40.00	X		
Sunday Super	Admission • Paddock	$30.00	X		
3-Day Fri/Sat/Sun	Admission	$35.00	X		
2-Day Sat/Sun	Admission	$30.00	X		
Sunday	Admission	$20.00	X		
Res. Grandstand Seating Saturday	Turn 11 only	10.00	X		
Sunday	Turn 11 only	10.00	X		
Flag Room	3-Day Admission, Parking, Paddock, Reserved Grandstand (Turn 11 only), Hospitality	$150.00	X		

CAMPING All persons in campsite must have admission ticket

				# OF VEHICLES	TOTAL
Res. 3-Night Camp Permit* (car/RV/tent or motorcycle) (Admission tickets for all 3 days required)	Three nights Thurs-Sat	$125.00 total	X		$

CAMPSITE CHOICES	1ST CHOICE	2ND CHOICE	3RD CHOICE

TYPE	# OF NIGHTS		PER NIGHT		# OF VEHICLES	TOTAL
Regular Camping (car/RV/tent per night) Consecutive nights only		X	$25.00	X		$
Regular Camping (motorcycle/tent per night) Consecutive nights only		X	$15.00	X		

Admission ticket does not include camping. Camping permit does not include admission.

Ticket Total	
Camping Total	
Handling Charge	$2.00
Grand Total Enclosed	**$**

These prices reflect advance prices only. General admission tickets may be purchased at the gate for $15.00 more than the advanced prices. CASH ONLY ACCEPTED AT GATE.
*For specific reserved campsite information and location contact Laguna Seca Raceway ticket office.

TOYOTA GRAND PRIX OF LAGUNA SECA—APRIL 16, 17, 18, 1993

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Address _____
City _____
State _____ Zip _____ Daytime Phone (____)_____

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(#157B) The scenic mountains of southern Washington state are the home of Washougal MX Park, one of the most demanding courses on the AMA National Championship motocross circuit. In 1992, Washougal was the site of the opening round of the 500cc National MX Series, as defending champ Jeff Ward prepared to battle with Jeff Stanton, Mike Kiedrowski and the rest of the open class specialists. Both motos porvide non-stop action from flag to flag.

The 125cc class was no less exciting as Yamaha's Jeff Emig turned on the pressure, looking for his first back-to-back win of the season.

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ENDURO AMA National Championship Enduro Series: Round 2

The Suzuki team had an off day, with Randy Hawkins (right) and Steve Hatch (left) placing eighth and ninth, respectively.

Jeff Russell was six minutes off the pace set by Hopkins, finishing fourth overall.

the finish) thinking that I had a really good ride, but then I started hearing those other scores - 33, 34, whatever - and I knew that I wasn't going to win. I guess that's what happens when you start late in a mud race. You don't know how well the guys up front are going until it's over, so you just have to tell yourself that you're going to win."

Suzuki teamster Steve Hatch had an uncustomarily low ninth-place finish, but admitted that he had enjoyed himself. "I had fun out there. The ruts were pretty deep and the mud was everywhere, but everybody had to ride in the same stuff, so there's really nothing that anyone can complain about. I didn't win, but I feel really good about how the bike worked and how I rode. I feel like I'm ready for the rest of the series, even though I took some points away from myself from trying too hard and ending up on my head. I need to cool it down a little bit and keep it upright, and I'll be set."

Czech import Jan Hrehor made an appearance at the Cherokee enduro, but the likable 28-year-old suffered mechanical mishaps and was unable to finish the run. "I would have liked to have done well here today, but this is not my lucky day," said Hrehor.

Kawasaki's row-46 starter Kurt Hough had troubles right off the start. "After the first section, I knew that there was no way that I could win today, with the number that I had," said the Team Green rider. "After that, I just started riding and trying to not get hurt or stuck, and I was going slow enough to where I didn't have a problem with either one!"

Hough finished a disappointing 20th overall, off the pace of top A rider Doug Deaton (12th overall) and the top B rider Randy Kotal (17th overall). CN

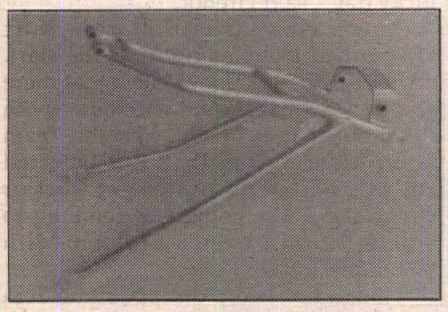
Unofficial Results:

1. Joey Hopkins (Kaw); 2. Kevin Hines (Hus); 3. George Waller Jr. (Kaw); 4. Jeff Russell; 5. Allen Gravitt (KTM); 6. Blair Sharpless (Suz); 7. Kelby Pepper (KTM); 8. Randy Hawkins (Suz); 9. Steve Hatch (Suz); 10. Matt Stavish (KTM); 11. Terry Cunningham (Kaw); 12. Doug Deator; 13. Terry Hughes; 14. Dale Cross; 15. Steve Smith; 16. Johnny McCoy; 17. Randy Kotal (Kaw); 18. Jared Greene (Hon); 19. Robbie Neeley (Kaw); 20. Kurt Hough (Kaw).

NEW PRODUCTS

The Storz Performance 1993 Accessories Catalog contains a variety of special parts for Harley-Davidson and sportbike riders. The 36-page, full-color catalog also contains a complete breakdown of all components used to convert Harley-Davidson 883 Sportsters for competition in the new AMA 883 Grand National Championship Series. The catalog costs $4. To obtain one, contact Storz Performance, Dept. CN, 239 S. Olive St., Ventura, CA 93001, 805/641-9540.

Off-Road Specialties' UnderWare glove liners are guaranteed to prevent blisters and raw hands. Made of seamless knitted DuPont Kevlar, the liners are designed to be worn inside your normal MX gloves. The liners absorb moisture, shock, vibration and stop the abrasion that normally takes place between the palms of your hands and the insides of your gloves. With the UnderWare liners, abrasion is transferred to the two glove surfaces and your hands remain free of blisters and sore areas. The liners come with a money back, 100% guarantee of satisfaction plus a full replacement warranty for any materials or workmanship defects for the normal wear life of the liners and cost $14.95 a pair. For more information, contact Off-Road Specialties, Dept. CN, 14012 Gershon Place, Santa Ana, CA, 92705, 1-800/638-9472, or 714/730-0036.



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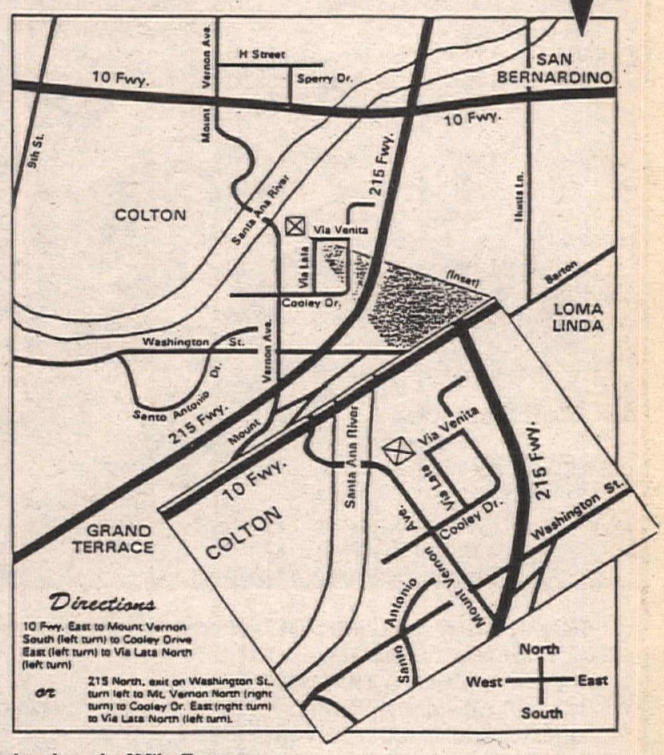

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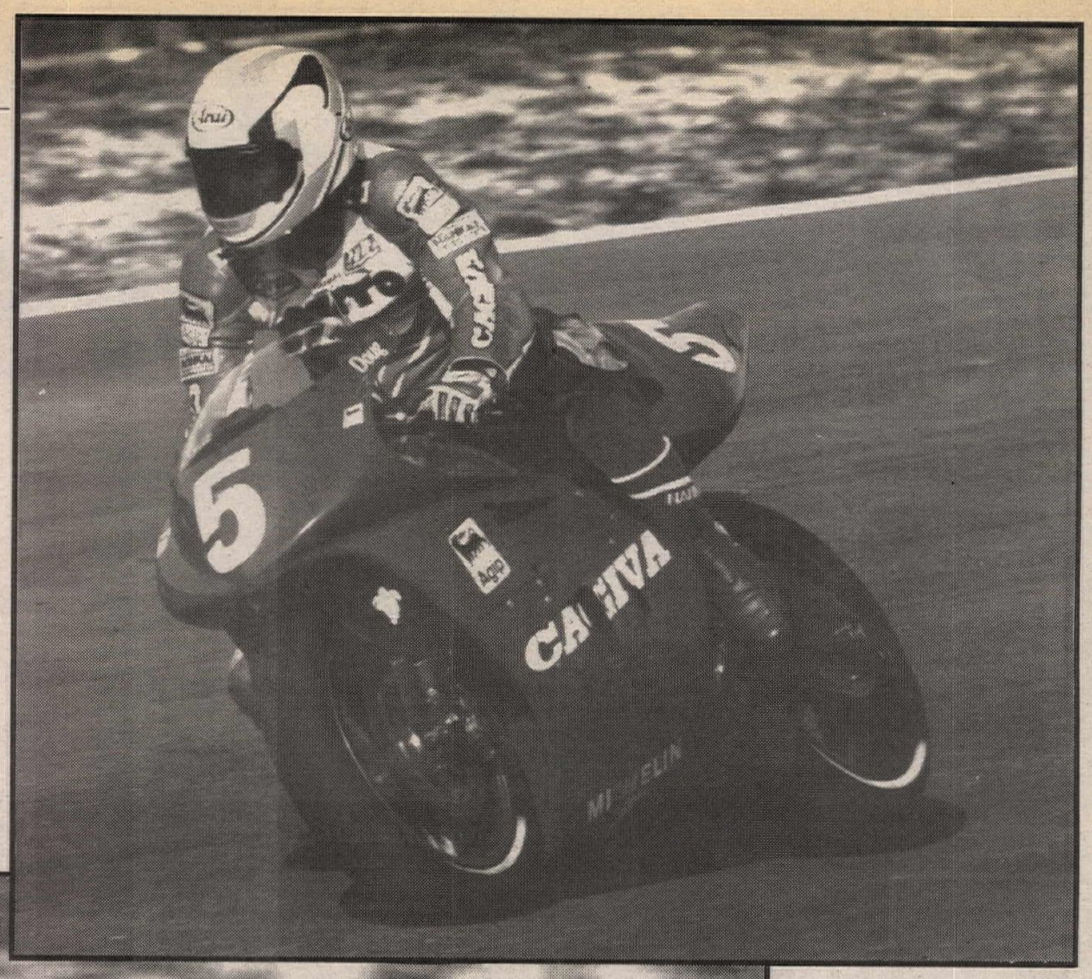
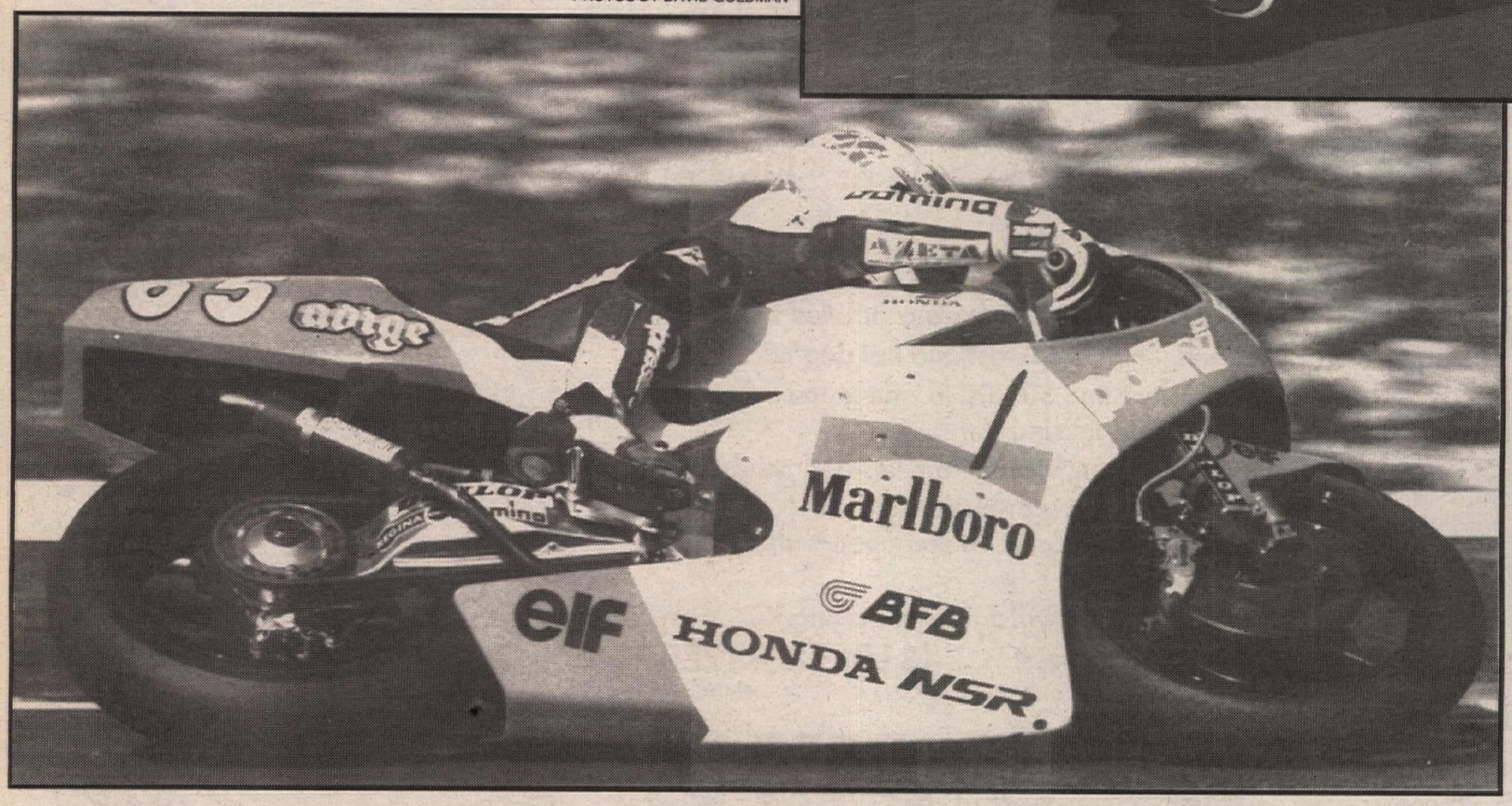
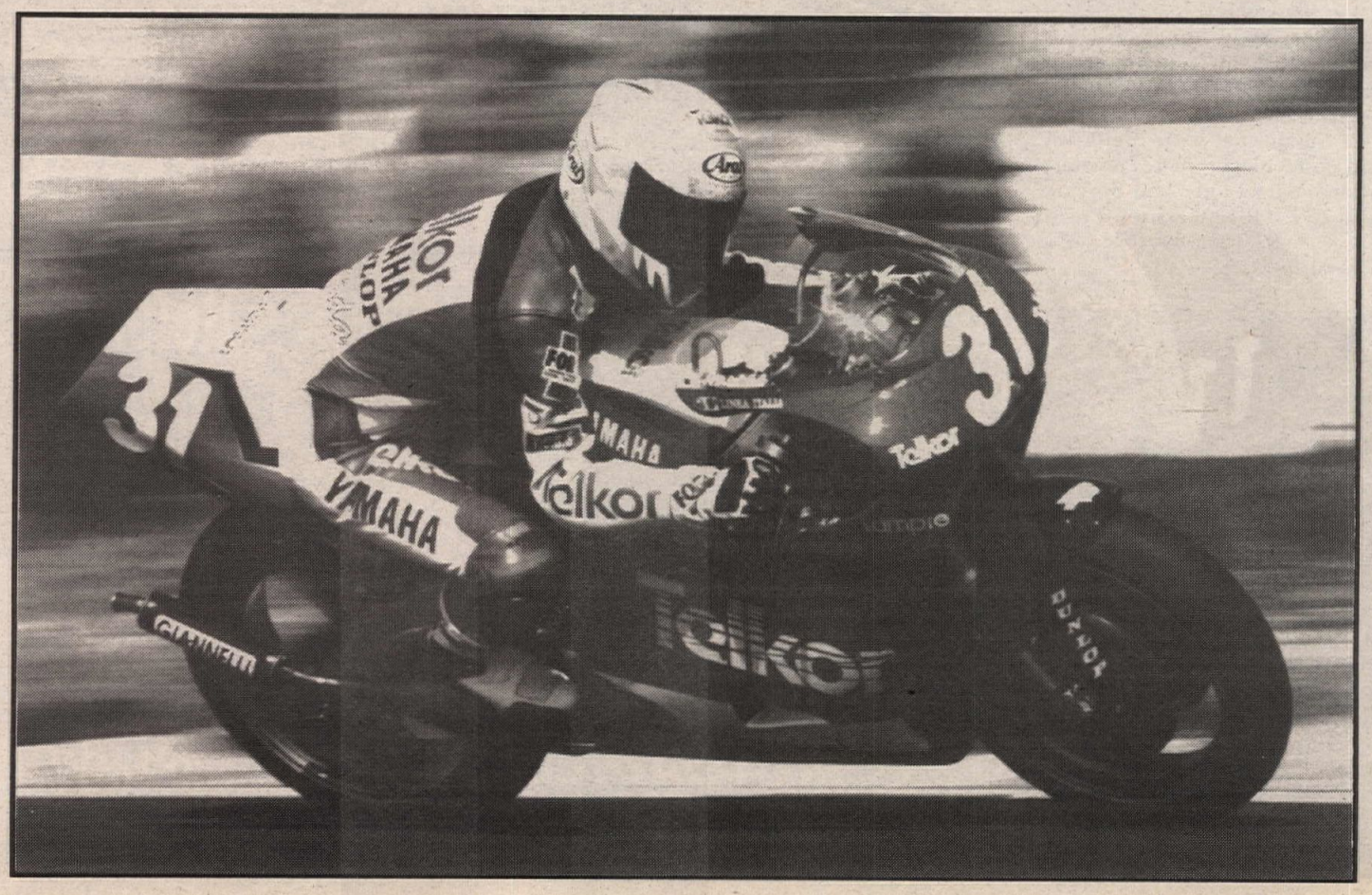


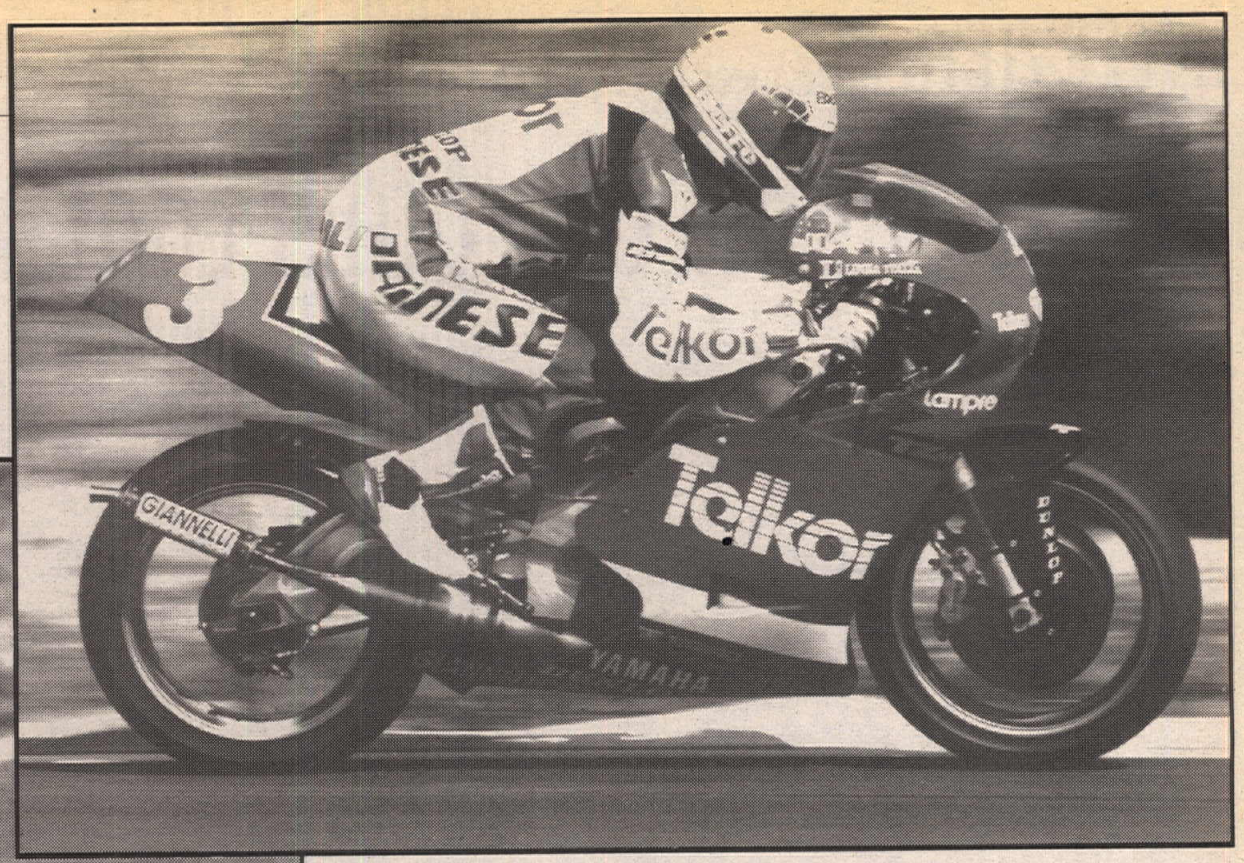


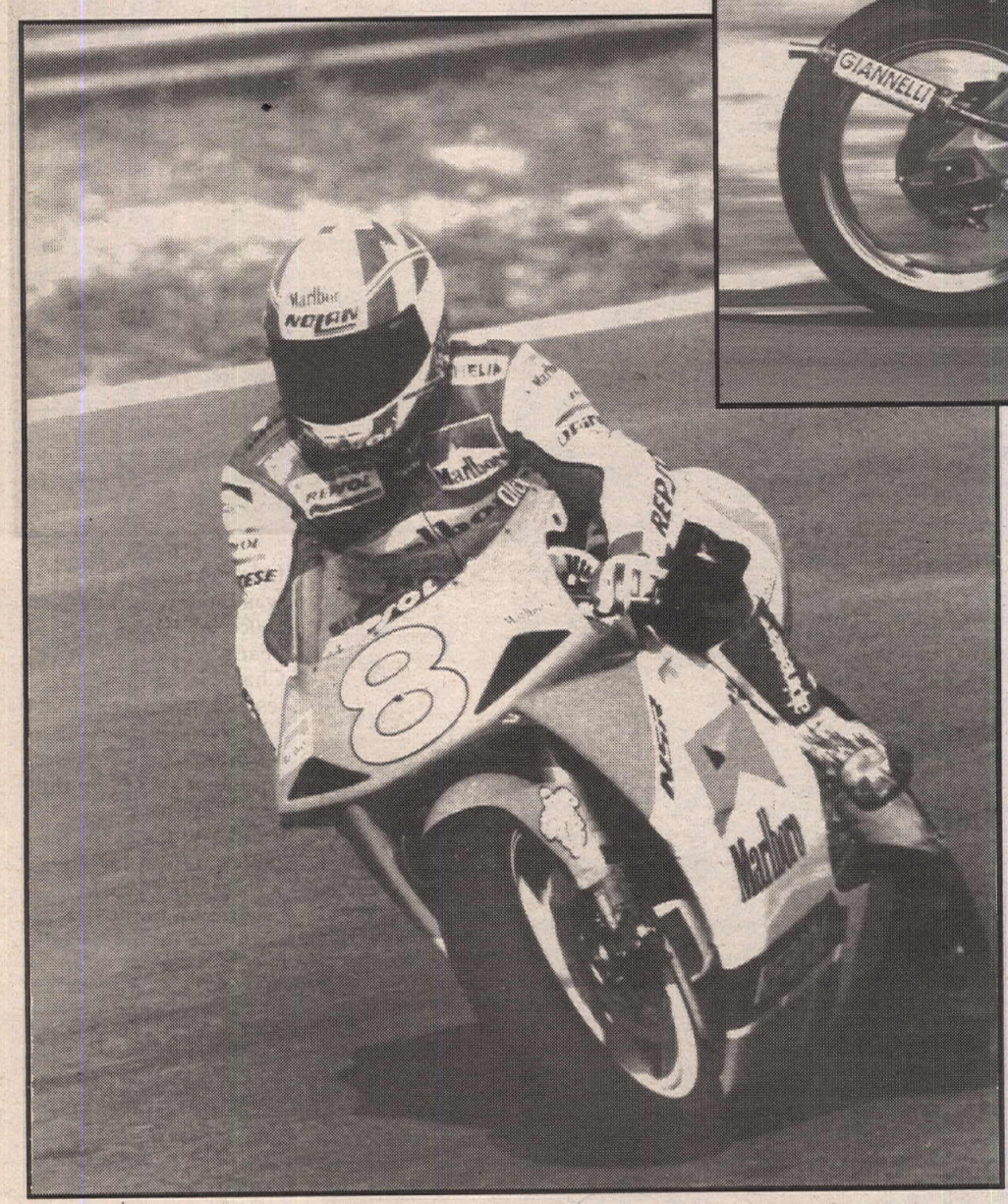
(Above) Doug Chandler was the top-ranked 500cc rider from last year's World Championship who tested at the Jerez Circuit in Spain recently. Chandler lapped at 1:45.59 on the new Cagiva.
(Left) The fastest of the 250cc riders at Jerez was former 125cc World Champion Loris Capirossi on his Honda NSR250.

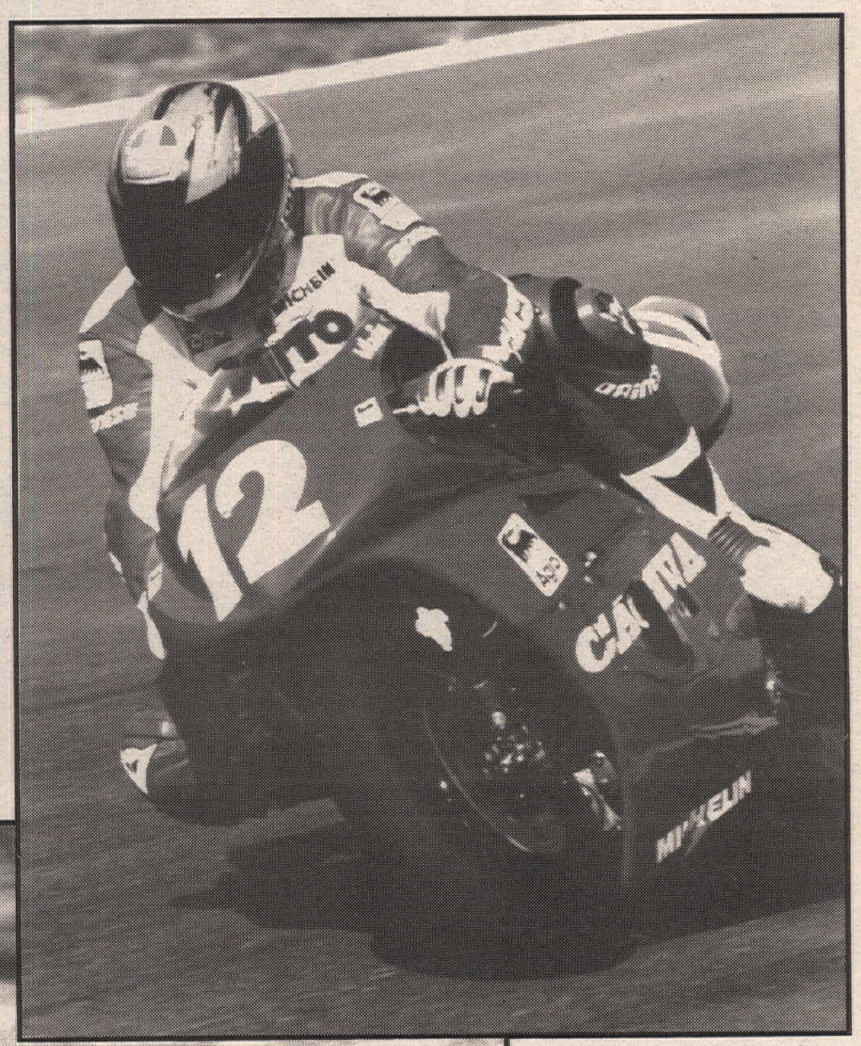
(Right) The second quickest 250cc rider was Takada Harada on the new Yamaha TZM250; Harada will ride alongside Pier-Francesco Chili on the Telkor Yamaha team in the '93 Grand Prix season.

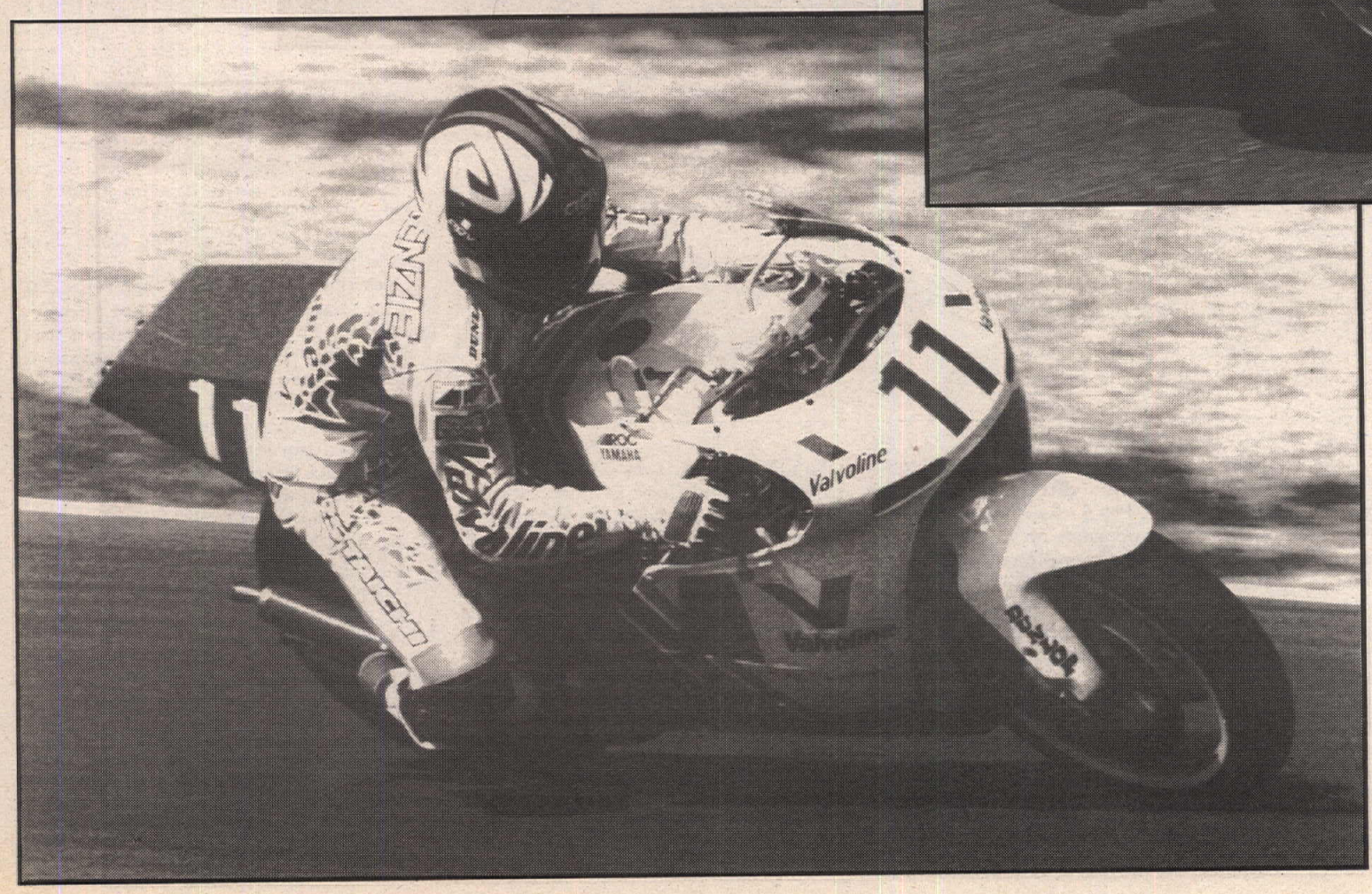


(Right) Pier-Francesco Chili at speed on the new Yamaha. (Below) Spaniard Alex Criville was the fastest 500cc rider, lapping at 1:45.27 on the new Honda NSR500.





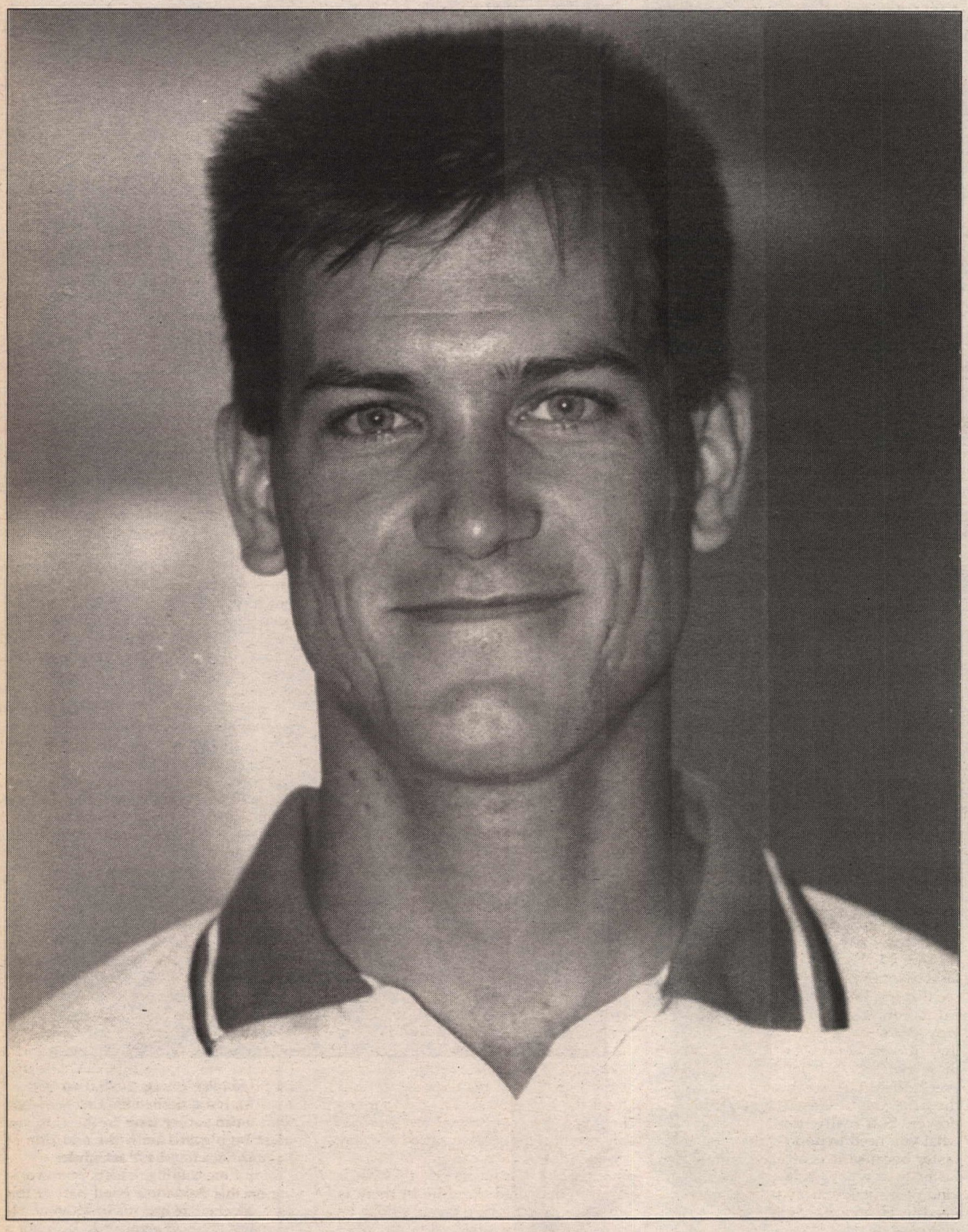




(Above) Young Australian Mat Mladin had his first outing at Jerez on the Cagiva; Mladin will be Doug Chandler's teammate for the coming season. (Left) Scotland's Niall Mackenzie had his first test on the Valvoline ROC Yamaha at Jerez.

INTERVIEW Road racer Doug Chandler

The thoughts of a quiet contender



By Dean Adams

Doug Chandler spent 1992 mounted on a Lucky Strike-sponsored Suzuki RGV500, his first "A" ride since departing AMA superbike racing as its champion and joining the Grand Prix fraternity in 1991. After a season dedicated to learning the details of the foreign tracks and adapting his riding style to the ferocious 500s, Chandler proved his mettle in 1992 by winning poles, placing on the rostrum several times along the way, and finishing fifth in the title chase - just a few scant points behind his teammate Kevin Schwantz.

Chandler has all of the qualifications and requisites a future GP winner and champion should theoretically have: He was a very proficient dirt track racer; he was the Camel Pro Series Rookie of the Year in 1983 and went on to win nine Grand National Championship Series events; he is one of only four riders to score the "grand slam" - wins in TT, mile, half mile, short track and road race Nationals; and he won the National Championship Superbike title in convincing style on a Muzzy Kawasaki ZXR in 1990.

The quiet and unassuming Chandler is different from some of his grandiose Grand Prix counterparts, perhaps believing that his race results and race track performance should speak for him - ala Eddie Lawson. The Lawson/Chandler comparisons have just begun to be made but there is much merit to them, witness Chandler's smooth riding and deft touch at chassis setup.

The 27-year-old northern Californian spent the off-season riding his dirt bikes near his home just miles from Laguna Seca, working on one of his late 1960s muscle cars, and testing the GP road racer he'll ride for Cagiva, replacing the "retired" Eddie Lawson. Given the amount of time he had on his hands, we had the opportunity to ask Doug about his 1992 season on the Lucky Strike Suzuki, his move to Cagiva, Eddie Lawson, his new Australian teammate Matt Mladin and his goals for 1993. An unusually talkative Chandler, the cowboy boot wearing, tobacco chewing ex-dirt tracker told all....

What has been happening with you since the season ended?

I've been doing some hare scrambles, actually I did some at the end of last season too. I started doing them this year, but it just got to be real dangerous. Too many guys using you as a target. I only did the opening race and that was enough for me. Last year I did it and it was really fun, this season it got to be too much like racing. It's a really good workout riding those off-road bikes for two hours at a stretch. I have been riding my Suzuki stuff so far because I haven't gotten my Huskys yet, but I expect to soon. I have a little trailer - I guess it's not little, it's 36 feet long - that I can haul my bikes in. It's got living quarters in it and I'm a member of this motorcycle club and we have a National Enduro down at Clear Creek and I have been going down there working on the course. With the trailer I can bring my wife and son along, and they have quad racers that they can ride around the campground.

Do you ever hear any feedback from the Cagiva people? Do they object to you riding off-road events?

They knew about me doing those marathon hare scrambles. They're funny...they really want to protect their investment, but they know that you need to go out there and train. It's more like when you're a kid how your parents acted when you rode your first motorcycle. They're really cautious and looking out for their investment.

Your leaving Suzuki and signing with Cagiva has been called a money motivated decision on your part. Was it?

Yeah. You know...I didn't want to leave (Suzuki) and I didn't want them to match the offer (from Cagiva), I just wanted them to get close. But they were unable to even meet me halfway. To me, it wasn't realistic to stay somewhere when you're going to get something three times as much or more somewhere else. I was real happy there too, I was a little disappointed in myself for the crashes but I thought it was all part of learning. The times when we did stay up we had some really good results. Kevin (Schwantz) was good to get along with. I wasn't sure what to expect out of him for a teammate, but he accepted it and didn't say a whole lot and just went on about his business.

And once you started finishing ahead of him . . .

There was never a problem with that. That was something that he took and accepted and got along with it, not just started making friction amongst the team. We just kind of went along about our business.

Kevin, in the past, has been critical of the Suzuki GP team for not being as serious as they should be about how the team is run and about winning races. How do you feel about that?

I don't see it being Kevin's fault, I see it being the whole team. Being with a couple of different teams now, I can see, yeah, Suzuki, they have the ability, it's just the effort ... the Japanese I think are really good and they put out really a tremendous effort. It's the team itself (that) tends to sit back and let the Japanese do all of the work instead of trying to get other things going internally as well. That wasn't really a factor in my leaving. I figured that was something that I could have got changed and got more motivation out of the team itself.

What were your impressions of riding the Suzuki after riding the Roberts Yamaha?

Between the two there really wasn't a whole lot of difference. They're really similar, the Suzuki is a little bit more

stable under braking into the corners where the Yamaha was a bit unstable, but it would come good once you bent it off and went through the corner. It gave you a better feel so they were real close.

And as the season progressed how was your machine modified to suit you?

I was on them (Suzuki) pretty much the last half of the season trying to get a new chassis, but we never really got what we wanted. The biggest thing of course was those new engines. We got the new motor in time for Hockenheim and we all agreed, yeah, it's gonna be good but maybe not here. Hockenheim is pretty much flat out and you need something that will carry a lot of rpm and pull strong on top. I ended up racing the new engine because our old one we kept having trouble with it breaking and everything else and the new one felt as good or better. I went ahead and raced it and from then on I had no doubt that the new engine was the way to go. It really made the bikes easier to ride and a lot less thinking...you could just get on with your riding more or less like a superbike. Yeah, four-stroke like, much smoother and better delivery and you could use it a lot better than what you could before. Before, (with the even fire engine) the thing's you'd get on the throttle and the powerband is not abrupt, it's just really, really strong. Regardless of what rpm you were at when you turned it on it was going to hit and hit hard, to where this other firing really softened it up on the bottom. It almost feels like it took something out of it. On our bike it was kind of funny, it gave us more revs but actually, top end for top end, the old engine felt better. But the new one as long as you had it geared to grab it would pull...good!

You're on the edge of winning GPs but have had some bad luck that's prevented you from winning. That must be very frustrating for you.

Yeah...yeah, I probably had a good chance at three of them: Assen, Hungary and France. But it just didn't happen. I was frustrated, real frustrated with myself in Assen, but then I was really mad at myself in France when I lost the front again. I guess that is part of racing you just have to get on with it and look ahead. But yeah, I thought for sure those two races I had a really good chance for doing well.

A good part of my crashes were caused by trying to run a tire that would go the distance instead of something that wouldn't. That's why I was asking Suzuki for a new chassis, or at least a good part of it. All year long we were fighting, not having enough weight on the front end. Through the corner on the Suzuki, you'd just kinda lose touch with what the front end was doing, the feeling goes away. And that's just because you ain't got enough weight on it. You need the front tire loaded, and the times I did crash it wasn't like I was on the brakes or over-cooked it into a corner. I was already through it, pretty much at the exit and starting to give it some throttle, so I'm really taking the load off the front and losing it. I wanted Suzuki to give me a chassis with the motor moved forward enough to get some more weight on it and go from there. No, I don't think I would have shortened it up at all. We had the front end pulled back as far as we could go steering head-wise but we were at the maximum and we needed a new chassis to get more on it.

Your machine setup and riding style are supposedly very different form Schwantz's. Did that make things difficult from a development standpoint?

To a point yeah, but our settings seemed really similar in the end. We started out pretty drastically different but as the season progressed they got a lot closer, to where at the last couple of races I think if we just flipped the shift patterns on our bikes we could ride each other's, no problem. Kevin rides with a standard shift pattern and I ride with it backwards.

And what of a mechanic saying at the final GP that you'd better win that race because you won't have a chance to win on the Cagiva?

That was more of just a joke to me. My guys always gave me a bad time. A lot more was made of it than what actually went on. That wasn't what it was supposed to have meant.

Tell us about the new Cagiva.

I was real impressed with the chassis the first time I rode it. It's really nice. I was real happy with the '92 chassis and at the second test we had a '93. I kinda wasn't too sure, wasn't sold on it yet but our times were good on it and the third time we went to South Africa it was by far much better. It's got a lot of potential. I haven't asked them to change anything too drastically for me, a longer tank and more room, kind of like how the Suzuki was - stretched out for me and Kevin. Those were real comfortable bikes for me.

I never really had any conversations with Eddie (Lawson) when I knew I was going to Cagiva, not really. I kind of knew what was going on, you try to watch stuff, try to be a good observer.

How have you handled the added fame of being a GP rider?

It's different here in America, here you're the same person. Everybody we talk to over here...they just know that I race motorcycles. They don't know what type or anything, just that you're a motorcycle racer. When you're in Europe it's different, but when you're over there you're there to race and you go about your business the way you need to. It's completely opposite over there from here. There you pull into a gas station and you're giving away autographs to the attendants; here they just want your credit card.

How has your teammate Matt Mladin been doing in the test sessions?

He seems like an okay kid. He's got a lot of ability and he tries really hard. He's a good kid...to somebody else he would be different. You know when you're the new guy coming up you have to really respect the guys that are there, the other riders and I see he does that. But I can see that if I was at his level he might be kind of tough to get along with. But you see that in a lot of people, I think a typical motorcycle racer's attitude is that way. How'd he do? It's so hard to describe because when you first ride those things it's like nothing else you've ever ridden. You're real fascinated with the bike just because it has so much power. You really don't understand what you need to do to make it go any faster because it is already as fast or faster than what you'd imagine. That kind of just takes away from what you need to be concentrating on as far as understanding the bike underneath you. And in three days, we got rained out most of it, he was really having a hard time with the new chassis, he just couldn't get to terms with it. It didn't feel good, it didn't do this or do that for him. And I kept working and working on mine and on the last day we put him on mine. It was like it was a dream for him. That is what is the hardest part about riding a 500, just getting to understand it and know how to let the thing work for you instead of against you. Anyone can go out there and ride the thing, it's just being able to do it and do it comfortably for a race distance. That was the hardest thing that I had my first year was...I mean when those things (500s) are right, they're magic. But when they're not right those things are a nightmare.

Did Suzuki have a fuel-injected bike in development and what has become of the fuel-injected Cagiva project?

The Suzuki was always carbureted and the Cagiva too. They all have the same Mikuni carburetors on them. They had a Cagiva fuel-injected bike there (at the factory) but it was bigger and heavier than what the carburetors were and it really didn't do nothing better. I never rode it, Eddie rode it last year. I seen the actual fuel injection and all of the drawings on it and it wasn't bad but it just didn't do anything that much better than what they already had.

Randy Mamola and Eddie Lawson received Ferraris from Cagiva's owners, the Castiliglionis, for their effort and results. Do you think you'll get one and would an American muscle car loving guy like you even want one?

No . . . I don't think that is something that was built into their contracts, I think that was just something that Claudio gives you if you do something good or he's really happy with what you're doing. I wouldn't be bothered by one . . . I could park it right along next to my Chevelle.

Freddie Spencer sponsored you when you first made the move from dirt track racing to road racing. Now he's going to make another GP comeback, what are your thoughts on that?

The last couple races of the season I think the Yamaha definitely had the engine over everything else, even the Hondas. These were of course shorter tracks that you needed a lot of acceleration and the Yamaha by far had the acceleration. It laid down on top end but the last couple tracks were just kind of short and you'd accelerate from corner to corner. It was to their advantage but they definitely had a good torquey engine. They've always struggled on chassis, that's just something that is always going to be that way. I think Freddie is going to have his hardest time just working with that team, from what I've observed last year with Miguel (DuHamel) and (Niall) Mackenzie. They really had a hard time, both of them...Miguel did a good job this season for a first-year effort. It's kind of crazy, him getting pushed out but I think it is just the way that team is, that team is really...funny. Miguel did real good for his first year. What do you expect when you go over there for the first time? I was kind of fortunate to get hooked up with Suzuki my second year. Any of those guys, even Cagiva when they hired Mladin, they hired him for three years knowing good and well that his first year is a write-off. You have to ride around and get experience and learn the bike. You don't need to prove anything. Freddie's comeback is probably good for the sport, we need as many good riders as we can get in there. I thought last year was good - they had a pretty good field. Freddie in there is going to for sure help it out. I hope he can do good, I'm sure he'll put a lot of effort in it. I think if he's fit enough and can go the distance, he'll be in there. He's pretty hard on the tires and I just don't know if he can do the speeds for the duration of the race. That's going to be the hardest thing for him.

There have been comparisons made between Eddie Lawson and yourself, some have gone as far as to call you the next Lawson. What do you think of that?

I don't know, I think Ed has been one of the best as far as having the ability to sort bikes out and I think he did a really good job for Cagiva. He got the bike really close, I think what hurt them the most last year was just the tires. Even his first year on the thing it wasn't bad, it lacked speed but the thing would go through a corner. Like I've said I think the biggest downfall was the tires. I guess he just got tired of it and decided to hang it up. Eddie picked a good time to get out of it. I think he is fully capable of running up front, no problem. I admire him, instead of staying in there and staying in there, and slowly working himself down, he got out of it. And got out of it when he was still one of the best guys. I'm surprised that Gardner went ahead and stepped out. I figured he would be the type that would stay in there and stay in there and stay in there, but he got out of it as well.

Is there a distinct difference in how things are done on an Italian team in comparison as to how they are done on a Japanese team?

Not really. All of the teams over there work pretty much the same way, you have your engineers and the mechanics. And when you first meet them all the engineers have the questions, wanting you to compare their bike to the bike you rode previously to kinda get ideas. From there you start working with the guys and I'm really happy with the engineers I got at Cagiva. They all speak really good English and all of my mechanics speak English except for one and that's not really a problem. It wasn't as bad as I was kinda expecting it to be (at Cagiva). The guys are a lot younger than what I expected them to be. I thought the Japanese put forth a really strong effort and worked hard but these Italian guys are really impressive.

The facilities, the race shop and stuff are really nice. I think there's 23 guys, not including the race mechanics, that do nothing but work on the 500s. Right now they're in the process of moving into a new building, a brand new one that will almost triple in size from the old one. They have two dynos and all sorts of different departments; they have a chassis department where they do nothing but fabricate the chassis and swing-arms; the engineering stuff would be the neatest stuff. They do all of the pistons and the cylinders and the cylinders are the trickest because they cast them all right there. They send them out to have them chromed too. It's a really neat place because they can make everything right there. Any of those shops aren't what you think they'd be because they've been around so long so they are in older buildings. All the dynos are well used because that's all they do is hammer those things trying to get more power. Suzuki's was pretty nice, they had just moved into a new race shop there in Hammamatsu. It wasn't too bad but they definitely didn't have the employees and the staff that the Cagiva has got on the 500 project.

As a native Californian and someone who loved racing here in the U.S. you must be pleased with the addition of Laguna Seca to the GP schedule.

I think Kenny (Roberts) has been working on this deal for a good part of this past season. I really admire Kenny. He is one of the few guys that...he's got a good job and a good position and he runs a good team, but I think I look up at him the most as far as he puts back a lot into the sport as well. We could have never raced here in America again. But he wants to have a race here and not so much just to have a race in America but he feels we need to race in America, not just over in Europe and...we race all these other places, Brazil and South Africa, which are no better than here in America. But he does all of the things that he does for the good of the sport.

What are your goals for the 1993 season?

I think if everything goes right we can finish right up there with the rest of them, top three. That and, certainly, winning my first GP. CN

GUEST EDITORIAL

By Henny Ray Abrams

In reporting on the 250 GP race at the inaugural AMA National Championship Road Race Series meet at Phoenix International Raceway I found myself somewhat confused by a disturbing turn of events. During Sunday morning's practice a number of riders discovered the unsettling truth about the danger of that otherwise splendid facility. The banked oval turns three and four, dangerous enough in the best conditions to warrant serious consideration, turned somewhat lethal when wet. Riders tiptoed around, aware that at racing speeds they would have little warning and less margin of safety before careening into wet hay bales, or worse, the unprotected concrete wall on turn three's entrance.

Sensing the severity of this situation, some of the 250cc riders, after having huddled privately, got together and took their concerns to the AMA referee, who, they had hoped would relay those concerns to the highest authorities. Following that, they took a grid sheet through the paddock and asked anyone who agreed with them that the track was unsafe to race on in the rain to sign by their name. If the riders who made the original decision were asked, they would point out that, given their experience, they thought that racing in such conditions was nothing but dangerous. And they were right, of course, though it would take a crash on the very first lap of the Harley-Davidson Twin Sports race for the AMA to come to the same conclusion these racers had reached hours earlier.

But a curious thing happened late on Sunday afternoon. The riders most responsible for educating their peers were, in their own words, "called on the carpet. Made to feel like an amateur." And for what?

What these riders did was fulfill their contract with humanity. They knew nothing good could come out of an alleged race. They knew people would get hurt, machinery would be destroyed, and the fans, what few braved the elements, would be turned off in their first exposure to the sport we all cherish. Yes, the AMA sold the promoter a package, but it didn't include hourly helicopter rides for the injured, though it may have seemed that way at times. And the package included riders racing, not trying not to hurt themselves or be hurt by others.

No one can blame the promoter for this flaw. From all aspects, he could not have been more responsive or accommodating and the AMA would do well to find more like him to promote their races. While waiting to see a movie in a Phoenix theatre I was pleasantly surprised to see the screen filled with an ad for the race, something I've never seen before anywhere in the world. Following the race he was ecstatic with the photo finish that Doug Polen and Pascal Picotte and Scott Russell provided and gave every indication that he could not stage another motorcycle race soon enough.

But the track is simply not safe, wet or dry, and if there is any question about that you need only ask Donald Jacks, who blew an engine and hit the unprotected wall headfirst at well over 100 mph, "just" breaking an arm, or Larry Pegram, who fell in Jacks' oil shattering a femur and jeopardizing his dirt track season, or Kel Davidson, who escaped mostly unscathed. Jimmy Filice watched the crash at trackside with Jay Springsteen and both were horrified by the experience. It was especially tough on Filice, who'd asked that more hay bales be placed at the entry to the corner, though they never were. Jacks did hit the bales, after first hitting the wall. On a dry track.

If Filice was narrow-minded he would feel vindicated, but instead he just felt sick. He had been one of the 250cc riders singled out by the AMA as a ring-leader for the 250cc class and had been told that his actions were the sort of thing that could shorten his career. Chris D'Aluisio had also been threatened and, like Filice, he was dumbfounded, as well he should have been.

Jimmy Filice is a National Champion, a Grand Prix winner, and a former factory rider. He has more experience world-wide than the rest of the 250cc class combined. But the down side to this is that he's been hurt a few times, on the track and off, and has spent more time in hospitals in his relatively young life than anyone should have to. Yet he is undaunted and relentlessly cheerful. If you're looking for a quick smile and a kind word in the paddock, you need go no farther. Chris D'Aluisio races because it consumes him. He would be a far wealthier young man financially if it weren't so: It is only this season and last that he hasn't paid all of the racing bills out of his own pocket. He could afford to race because he makes his living as a mechanical engineer designing mountain bikes on the cutting edge of technology. He is a sensitive, thoughtful man.

So it is difficult for them to understand why the AMA would treat them like pariahs. What, after all, is their crime? They are accused of sedition for doing what comes naturally to them, sharing the wealth of their knowledge with those less aware. The AMA's stand is that they used their influence to organize the field against the best interests of the AMA, that there was a conspiracy, of sorts, which would undermine the program. They say they're interested in what the riders think, as long as it's one rider at a time. The AMA deals with individuals, not with groups, they say. Not surprising since individuals have less power. And that's what this whole episode was about.

This is not about influence or conspiracy, it's about power. It's about who plays God and who must blindly worship at the altar. It's about questioning authority. It's about the inmates running the asylum.

Yet in this case it is the inmates who know the asylum a little better. They've spent more time there, they've examined it more closely, they've put their lives on the line for it over and over again. They know the asylum can be a cruel and punishing place, but they've experienced such joy there that they continue to return. They are not disposable widgets. They are flesh and blood and soul and they should be treated with dignity and not scolded like mischievous school boys. No one with a conscience could allow himself to watch another racer go out ignorant of the risks.

So then, what will come of this? I was told by AMA officials that this wouldn't happen again because the riders were made aware of how it would be viewed. If this is not a threat, and the AMA denies threatening the riders, it is at least a warning. And the riders were scared that the sport that they give their lives to could be denied them.

So the next time, when the riders are told all is well - though they may have doubts - and they look for guidance, there may be none. And that will be a shame. And someone may get to see what the inside of an ambulance looks like for the first time. But that's okay, because that's the way the AMA wants it and it's their asylum. CN

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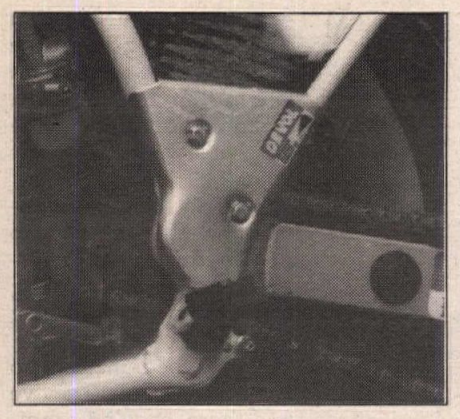

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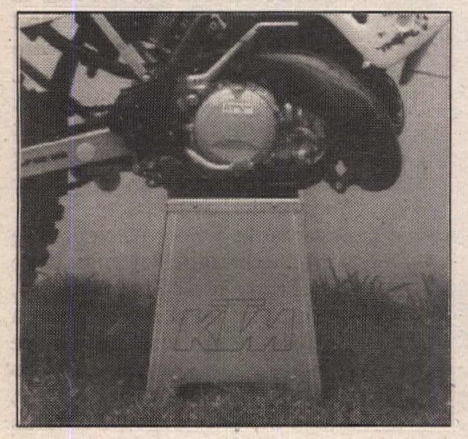
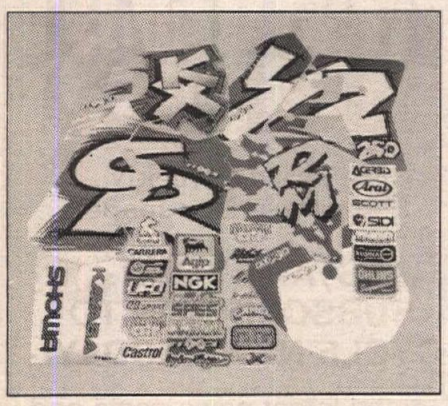


Van Dyke Fabrication's Moto-Mount Motorcycle Stand is made of 5052 aluminum and features a brushed, gold-alodine finish, a 1/8" neoprene protective pad, a tool storage tray and solid sides. The sides of the stand feature the motorcycle's marque, and provide a space for sponsor decals as well. Most motorcycle brands are available, and the stand costs $69.50. For more information contact Van Dyke Fabrication, Dept. CN, 5800 Roseville Rd., #5, Sacramento, CA 95842, 916/344-5221.



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The 2nd Annual **CYCLE NEWS/AMA/LORETTA LYNN'S NATIONAL DUAL SPORT RUN** will be held the weekend of April 3-4, 1993, at Loretta Lynn's Ranch in Hurricane Mills, Tennessee. The LL Run is an exciting 2-day adventure designed exclusively for dual sport motorcyclists. The LL Run is headquartered at the famous Loretta Lynn Ranch, and will take you through the heartland of the Volunteer State.

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- We DO NOT provide medical insurance, and urge you NOT to operate a motorcycle without it.

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	6 pm	Seminar: Dual Sport Set-Up with Mark Hyde, Suzuki factory rep.
Saturday:	7-8:30 am	Registration
	8:30 am	Mandatory Riders' Meeting
	9 am	Check-Out
	6 pm	Last-Check-In
	6-8 pm	Registration (for Sunday)
	7 pm	**CYCLE NEWS Catfish Fry** & Live Country Music
Sunday:	8 am	Mandatory Riders' Meeting
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MOTOCROSS CMC Golden State Nationals: Final round

Dean Matson (01) won the 125cc Pro class and finished second overall in the 250cc Pro class. Cory Keeney (23) wrapped up the 250cc Pro class series championship.

Matson, Chamberlain take control at Sunrise

Rick Ryan (20) couldn't fend off the charges of overall winner Mike Chamberlain (60) in the 250cc Pro class. Chamberlain easily won both motos en route to his win.

By Tony Alessi and Scott Hoffman

ADELANTO, CA, FEB. 21

Dean Matson and Mike Chamberlain were the top performers at Sunrise Valley Raceway, as they romped home the victors in the 125 and 250cc Pro classes, respectively, at the final round of the CMC Pepsi Golden State Nationals.

Mother Nature wreaked havoc in the days before the event and doused southern California with rain, but the desert sand soaked up most of the moisture and left the course in prime condition for the event.

Ty Birdwell pulled the holeshot at the start of the first 125cc Pro moto. Steven Kotajarvi ran a close second, followed by former Western Regional 125cc SX Champion Ty Davis, Matson and Mark Easley. Birdwell, a former top amateur racer, was making his pro debut after a two-year layoff.

"I broke my back in 1991, and I am trying to get back up to speed," Birdwell said.

On lap two, Kotajarvi and Davis moved Birdwell to third and began to battle for the lead. By the start of the third lap, Davis was out front and in control, while Birdwell dropped off the pace and faded back into the pack.

"I was kind of surprised it was that easy. For a minute I thought I might have been in the wrong race," said Davis. "Riding in enduros and desert races is much harder than motocross. It really has improved my riding skills."

Meanwhile, Matson quietly moved into the runner-up position.

"I've been away in Europe healing some broken bones and racing in Belgium," said Matson. "I'm happy to be back. I want to check out the local scene and try to ride more conservative this year."

Matson did just that after settling into second, as he remained four seconds behind Davis to the finish. Erick Hilton made an impressive charge from outside the top 20 into third at the finish.

"I saw my pit board after the first

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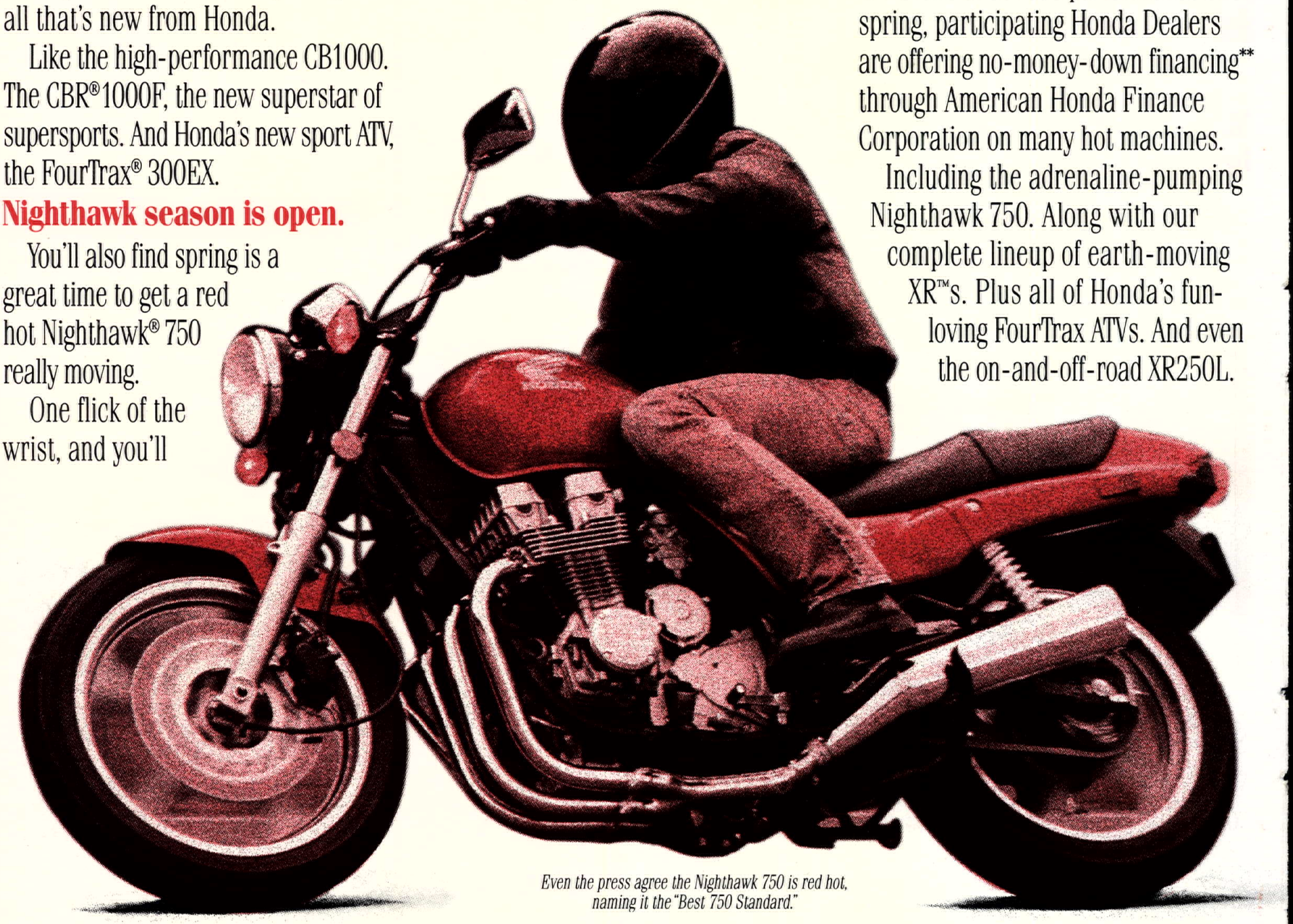

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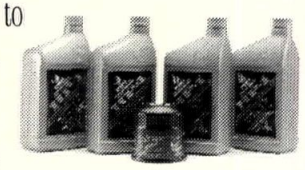

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lap, it said 20th, but I was able to move into a pack with Damon Huffman and we both moved up fast," said Hilton.

Huffman finished fourth and appeared to be fighting his factory Suzuki, which appeared to be handling poorly and down on power.

"After I got behind Hilton I felt real squirrelly," Huffman said.

Kotajarvi rounded out the top five.

Rick Ryan holeshot the second moto and led for the first half of the race before Matson took control.

"I was riding to win the overall, so I just waited for a while and found a good line around Ryan," said Matson.

Matson rode the remaining laps without error and scored the moto and overall wins. Ryan settled into second in front of Craig Decker, who charged up from outside of the top 10 and passed Mike Metzger late in the race for third. Metzger was fourth.

Huffman went over the bars early in the race and charged back for sixth behind Minnesota State Champion Cory Keeney. First-moto winner Davis was mired in the back of the pack and labored all-moto long, eventually finishing a disappointing 11th after starting in 26th place.

Team Splitfire/Hot Wheels/Pro Circuit/Kawasaki's Chamberlain powered his way to a set of undisputed moto victories in the 250cc Pro class. Ryan led early in the first moto, but could not hold off Chamberlain.

"I just waited for him to make some mistakes," Chamberlain said.

Once out in front, Chamberlain pulled out a 15-second lead and went on to win.

"I just relaxed and took outside lines. I don't know - it was almost too easy," said Chamberlain.

Ryan finished a distant second, followed by Matson and Keeney.

Decker led the early laps of the second moto with Chamberlain pushing hard in second. Decker fended off Chamberlain's charges until he washed out and fell in the back section of the course.

"I knew he was going to fall, he was kind of riding in a lot of different lines," said Chamberlain, who crossed the line well ahead of runner-up Matson.

Decker regrouped for third, while Keeney posted a solid ride on his Varner-tuned Kawasaki for fourth.

O'Neal-backed Jim Holley and La Habra Suzuki's Pete Murray waged an all-out war during both Vet Pro motos. Murray led the early laps of the first moto, but gave in to seeming endless pressure from Holley. Murray tried to repass, but his attempt was foiled by Holley, who rode a shrewd race. Holley eventually put time on Murray and won the moto. Murray was followed at a distance by Tim Dyer and Mike Newman.

The second moto was more or less a repeat of the first, with Holley once again posting a convincing victory for the overall victory. Murray settled for second, far out of reach of Mark Lange and Dyer.

Sweden's Pierre Oxelmark will return home an American champion after posting a double-moto sweep of the 125cc Novice class and successfully clinching the series title. "I am real nervous, I have to ride consistent and finish in the top three," Oxelmark said prior to the racing.

The first moto saw Oxelmark grab a tremendous holeshot in front of Chris Emerson, Nat Woods and Chris Wheeler. The battle quickly shaped up as Wheeler began to pressure the leaders, first passing Woods down a rough section of the rutted course, then jumping past Emerson over a technical double jump. Wheeler was on fire and closed to the back fender of Oxelmark, but just when it seemed as if Wheeler would take the lead, tragedy struck.

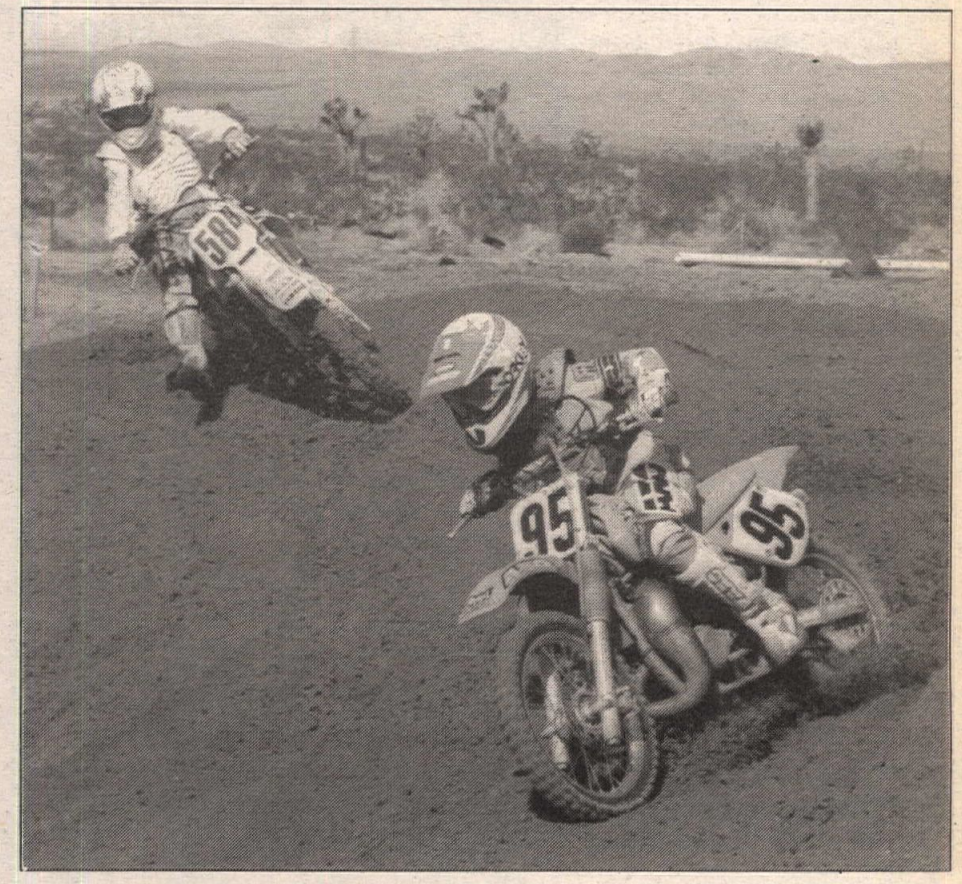
"I got cross-rutted and fell over in the turn. When I got up I was still in third, but my bike wouldn't start. I think it was flooded," said Wheeler.

With the pressure now off, Oxelmark cruised to an easy win over Woods, Pat Foster and Emerson.

Joe Ryan got the jump at the start of the second moto but was passed in the first turn by Oxelmark. Once out in front, Oxelmark extended his lead lap by lap until he held a comfortable cushion.

Scott Johnson ran inside the top three early in the race but crashed in a rutted off-camber turn. Wheeler was again on the move and cut his way through the field from seventh to second by the end of the four-lap moto. Emerson was consistent for third while Woods, Fields and Joe Ryan rounded the top six. CN

Sweden's Pierre Oxelmark (12P) holeshot both 125cc Junior motos and romped off with a pair of convincing wins.



Billy Payne (95) finished runner-up to Justin Buckelew (58B) in the 80cc 9-11 class.

Pete Murray (7) succumbed to the charges of Jim Holley (12) in both Vet Pro motos.

Results

P/W BEG: 1. Bucky Gulley (Yam); 2. David Moreno (Yam); 3.Michael Beaver (Yam); 4. Mitch Lawler (Yam); 5. Mike Alessi (Yam).

P/W JR: 1. Kyle Partridge (Yam); 2. Blake Mitchell (Yam); 3. Kevin Roberts (Yam); 4. Emitt Kling (Yam); 5. Ryan Norwood (Yam).

P/W MOD: 1. Kevin Roberts (Yam); 2. Blake Mitchell (Yam); 3. Bucky Gulley (Yam); 4. Michael Beaver (Yam); 5. Ty Morrow (Yam).

60 0-8: 1. Bobby Bonds (Kaw); 2. Dylan Lord (Kaw); 3. Emitt Kling (Kaw); 4. James Thompson (Kaw); 5. Kevin Roberts (Kaw).

60 9-11: 1. Johnathan Shimp (Kaw); 2. Christopher Gosselaar (Kaw); 3. Bryan Jaramillo (Kaw); 4. Nick Beaver (Kaw); 5. Ross Garcia (Kaw).

80 9-11: 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Daniel Blair (Hon); 4. Johnathan Shimp (Yam); 5. Justin Scullen (Kaw).

80 12-13: 1. Jiri Dostal (Suz); 2. Jerry Aleman (Yam); 3. Josh Tarantino (Yam); 4. Brian Sweany (Hon); 5. Tellance Malan (Yam).

80 14-16: 1. Jason Partriage (Kaw); 2. Dustin Nelson (Kaw); 3. Lanny Turner (Suz); 4. Doug Parsons (Yam); 5. Shaun Perolio (Yam).

80 BEG: 1. Westly McCardVaughn (Suz); 2. Nick Beaver (Yam); 3. Billy Lavorci (Suz); 4. Jonathan Schultz (Suz); 5. Jason Abbott (Suz).

125 BEG: 1. Glenn Branson (Suz); 2. Tim Beatty (Yam); 3. Pat Carson (Kaw); 4. Chad Norton (Kaw); 5. Brian Ferrell (Suz).

125 JR: 1. Pierre Oxelmark (Suz); 2. Nathan Woods (Hon); 3. John Emerson (Suz); 4. Pat Foster (Yam); 5. Joe Ryan (Yam).

125 INT: 1. Timmy Staufenbeil (Suz); 2. Erik Anderson (Suz); 3. Greg Yearsley (Yam); 4. Anthony Pocorobba (Suz); 5. Jeff Willoh (Kaw).

125 PRO: 1. Dean Matson (Kaw); 2. Rick Ryan (Yam); 3. Ty Davis (Kaw); 4. Damon Huffman (Suz); 5. Craig Decker (Kaw).

250 BEG: 1. Joey Ozarek (Suz); 2. Scott Hoffman (Yam); 3. Cliff Cook (Kaw); 4. Glenn Branson (Yam); 5. Michael Tucker (Yam).

250 JR: 1. Chris Wheeler (Yam); 2. Merle Hammer (Yam); 3. Giovanni Spinali (Yam); 4. Scott Johnson (Suz); 5. Todd Broussard (Kaw).

250 INT: 1. Anthony Pocorobba (Suz); 2. Greg Yearsley (Yam); 3. Dennis Dahlin II (Suz); 4. Timmy Staufenbeil (Suz); 5. Chris Radzinski (Yam).

250 PRO: 1. Mike Chamberlin (Kaw); 2. Dean Matson (Yam); 3. Cory Keeney (Kaw); 4. Craig Decker (Kaw); 5. Ty Davis (Kaw).

500 AM: 1. Roby Leach (Hon); 2. Danner Elliot (Hon); 3. Kevin Felkins (Yam); 4. Danner Elliot (Hon); 5. Rod Dumivent (Hon).

500 PRO: 1. Rick Ryan (Hon); 2. Dean Matson (Hon); 3. Trevor Meaghor (Hon); 4. Charlie Charlton (Hon).

UTH 25+ JR: 1. Daniel Elliott (Hon); 2. Bob Phillips (Yam); 3. Ron Gilbert (Yam); 4. Todd Broussard (Kaw); 5. Bob Barg (Kaw).

UTH 25+ INT: 1. Chris Radzinski (Yam); 2. Rod Richardson (Yam); 3. Mike Johnson (Suz); 4. Kenny Zahrt (Kaw); 5. David Lynch (Hon).

VET 30+ BEG: 1. Steve Hernandez (Hon).

VET 30+ JR: 1. Donny Sievertson (Yam); 2. Bob Barg (Kaw); 3. Rod Robertson (Hon); 4. Tim Murphy (Suz); 5. James DeRidder (Yam).

VET 30+ INT: 1. Kenny Zahrt (Kaw); 2. Rod Richardson (Yam); 3. Steve Piattoni (Suz); 4. Steven Lawler (Yam); 5. John Atwood (Yam).

VET 30+ PRO: 1. Jim Holley (Yam); 2. Pete Murray (Suz); 2. Jim Dyer (Hon); 4. Matthias Gaue (KTM); 5. Dana Hansen (Yam).

OT 40+ JR: 1. Jim White (Suz).

OT 40+ INT: 1. Mark Cook (Kaw); 2. Lee Johnson (Yam); 3. Rick Hansen (Hon); 4. Herbert Allen (Kaw); 5. Karl Scarlas (Yam).

OT 40+ MSTR: 1. Carl Gazaty (Hon); 2. Alan Kent (Kaw); 3. Jim Lamkin (Hon); 4. Robert Fortier (Hon); 5. Verg Grant (Suz).

PREVIEW World Championship 250cc MX Series

The aces convene

By Alex Hodgkinson

When the gate drops on March 13 at Castiglione del Lago in the Umbria district of Italy, 14 riders from seven countries on five different marques will head the pack as they race towards a common goal: the 1993 World Championship 250cc MX Series title.

Though none of the racers will compete as members of full-factory teams, many will ride special machinery that is leased from the factories by outside sponsors. In Europe, the full-factory efforts of Honda, Kawasaki, Yamaha and Suzuki are not as commonly seen as they are in America. Instead, a bevy of sponsors from both outside and inside the industry fields the teams that make up the championship chase.

With the 500cc class rapidly losing its prestige, the 250cc division is for the first time being billed as the premier championship series. This season's 250cc title chase will be comprised of 15 rounds, this being the first time any World Championship off-road series has exceeded a dozen races since the 1960s. It will also be the first-ever motocross series to visit four different continents.

This year's series promises to be a barn-burner, as the 250cc class will be laden with talent, including not only a few of last year's top 125cc riders, but many leading 500cc pilots as well.

Perennial 500cc class runner-up Kurt Nicoll has switched to the 250cc class for '93 and will contest a Castrol-backed Honda. In his first races aboard a 250 in over seven years, Englishman Nicoll proved that he has nothing to fear from a change of a class by winning four-straight French International races.

Also making the transition from the 500cc class is Georgian Billy Liles, who will compete on a Johnson Cigarettes-sponsored Kawasaki. Liles should have no problem adapting to the smaller bike, but his career has never displayed consistency and Kawasaki has yet to win a motocross championship at the international level.

PHOTOS BY DONN MAEDA

Defending 250cc World Champion Donny Schmit (left) and Alex Puzar (right) will again carry the Chesterfield Yamaha team colors in '93.

Leading the attack of former 125cc pilots is reigning 125cc World Champion Greg Albertyn. The South African has good credentials; He showed last year that he had the nerve required to win a title, as well as the speed and skill. Also in his favor is the fact that four of the last five 250cc title holders have ridden 125s the previous year, the only exception being Trampas Parker in 1991. It took Parker two years to capture the 250cc crown after winning a 125cc title.

JHK Honda's Albertyn will be the only true title candidate riding without the benefit of factory machinery, but he easily won the 125cc title in 1992 under the same conditions; the tuning talents of Jan de Groot will undoubtedly mean that the South African will start on equal terms with the best, mechanically.

With moto wins in 125cc GPs under his belt, Californian Tallon Vohland must be a candidate for some good results, but a lack of experienced back-up hurt the Carpi Suzuki rider's consistency last year. Vohland hopes to change that this year.

A radical improvement in form does not appear to be in the cards for American Bader Manneh, who surely reached the pinnacle of his career last year, with a number-eight plate that was well-earned from a series of rapid starts. Manneh will ride a Franciacorte Honda.

Likable riders Belgian Marnicq Bervoets and Swede Peter Johansson have registered just four GP moto wins to date, and don't hold much promise for breaking into the top three. Nice guys don't always get the rewards one would wish them. Bervoets will be teaming with Liles on the Johnson Kawasaki squad, while Johansson will again compete for Yamaha Europe.

Though equipped with factory material, GP-newcomer Tomoyuki Kawasaki does not appear to be up to the task of winning a title. The Japanese rider will join Johansson on the Yamaha Europe squad.

Brit Paul Malin, aboard a Mitsui Yamaha, knows that this will be a make-or-break year for his career: his aim will no doubt be to establish himself firmly in the upper reaches of the top 10, rather than to actually win the title.

There will be several riders contesting the series this year who, though they must surely be discounted from having a shot at the title, at least stand a chance at breaking into the top 10. Members of this "supporting cast" include Brit Mark Eastwood, New Zealander Paul Cooper, Fin Miska Aaltonen and Swede Mats Nilsson, who spent the winter training in California.

When it comes to riders with a shot at the title itself, though, the top contenders in last year's 250cc series should be expected to fend off the class newcomers.

Belgian Stefan Everts has experienced both ends of the spectrum in the last two years, with one season in which everything went right and resulted in the 1991 125cc World Championship, followed by another in which he visited too many hospitals. If the Bieffe Suzuki pilot can come to terms with the pressures which hurt him in 1992, Everts could be champion, but he could just as easily continue in the same vein.

Everts' new teammate, American Bob Moore, who took the place of fellow countryman Mike Healey, will probably

PHOTO BY KINNEY JONES

PHOTO BY TONY ALESSI

(Left) Two-time World Champion Trampas Parker will reunite with Farioli KTM in pursuit of his third title. (Above) Bobby Moore hopes to win his first World Championship aboard a Bieffe Suzuki. (Below) Edwin Evertsen is Kawasaki's brightest hope. Kawasaki is the only Japanese marque to have never won a World Championship.

be treated as the team's number two rider, despite finishing last season in the runner-up position. However, Moore is much more likely than Healey to come to terms with the treatment, as he was in the same position last year on Michelle Rinaldi's Chesterfield Yamaha team. Everts and Moore's chances will both be improved by the fact that the Suzuki engineers have been hard at work closing the technical advantage that was last year enjoyed by Yamaha.

However, that mechanical edge during the decisive stage of the '92 title chase was so great that Yamaha's top men, American Donny Schmit and Italian Alessandro Puzar, will once again be hard to beat. Last year, however, Puzar seemed to lose some of his energetic will to win, and plans to switch to road racing could easily affect his motocross form as adversely as they did Frenchman Jean-Michel Bayle.

Schmit is once again the man to beat, as only a broken thumb has prevented him from winning three consecutive World Championship titles. His track record in the GPs is phenomenal; 25 moto wins and 11 overall victories in 23 races is a tally which speaks for itself.

Kawasaki is the one Japanese factory never to have won an off-road World Championship, but Edwin Evertsen may be the man to change that; the Dutchman has yet to actually win a GP, but he was runner-up in each of the last four rounds last year as he came storming through to prevent a Yamaha sweep of the top three positions.

In addition to class newcomers Albertyn and Nicoll, Honda's third hope for honor lies in Rob Herring. The Brit displayed awesome speed in last year's GPs, but was only able to secure the number-six plate. Herring is quickly running out of time to prove that he can turn speed into titles at the international level.

The "European" challenge comes from KTM, with the return of American Trampas Parker. The Austrian factory and the Italian technicians employed by Arnaldo Farioli have proved often enough that they can build very powerful engines, and the two-time champion undoubtedly possesses the speed and aggression on the track to run near the front.

In the end, rugged determination and dedication are likely to be the deciding factors, and for that reason Schmit, Parker, Albertyn and Nicoll must be favorites against the graceful skills of Everts, Moore and Evertsen. The flamboyant Puzar, Herring and Liles will lurk in the background, all with a chance at success. CN

PHOTO BY KINNEY JONES

Teams

Chesterfield Yamaha
*1 Donny Schmit (USA)
*4 Alessandro Puzar (I)
Yamaha Europe
*9 Peter Johansson (S)
*Tomoyuki Kawasaki (J)
Mitsui Yamaha
*17 Paul Malin (GB)
32 Paul Cooper (ZA)
D'Ietereen Yamaha
19 Azel Holvoet (B)
Bieffe Suzuki
*2 Bob Moore (USA)
*11 Stefan Everts (B)
Carpi Suzuki
Tallon Vohland (USA)
Heron Suzuki
20 Mark Eastwood (GB)
Kurz Suzuki
38 Dietmar Lacher (D)
48 Collin Dugmore (ZA)
Kroon Kawasaki
*3 Edwin Evertsen (NL)
*33 Teus Visser (NL)
AW/Johnson Kawasaki
*7 Mernicq Bervoets (B)
*Billy Liles (USA)
Platini Kawasaki
14 Michele Fanton (I)
Michele Monti (I)
KGB Kawasaki
25 Yann Guedard (F)
26 Yannig Kervella (F)
Kawasaki
24 Werner De Wit (B)
28 Mats Nilsson (S)
Roland Diepold (D)
Farioli KTM
*5 Trampas Parker (USA)
Castrol Honda
*6 Rob Herring (GB)
*91 Kurt Nicoll (GB)
Franciacorte Honda
8 Bader Manneh (USA)
23 Max Gazzarata (I)
Sarholz Honda
21 Gert Jan Van Doorn (NL)
Peter Dirkx (B)
JHK Honda
57 Jaimy Sceveneis (B)
67 Greg Albertyn (ZA)
Charel Sweebe (NL)
Honda
30 Miska Aaltonen (SF)

*riders with factory machinery

LOCAL EVENTS

Shaun Kalos (9) finished fifth at the San Diego Ultracross. Ray Crumb scored the win.

(Left to right) Robbie Reynard, Billy Whitley and Terry Tinney celebrated after finishing 1-2-3 in the 250cc Expert division at the Sioux Falls Arenacross.

MTEG Off-Road Championship Grand Prix Series: Round 2

Crumb clobbers San Diego Ultracross

By Dave Burgess

SAN DIEGO, CA, FEB. 20

Team Green Kawasaki-backed Ray Crumb survived the muddy Jack Murphy stadium track to take the Ultracross main event win.

Rain threatened to destroy the track, but ground crews attempted to protect it by covering the track in plastic and cancelling all practice and timed qualifying sessions. The first time any of the riders rode the track was in their heat races.

When the tapes flew for the first of two qualifying heats, Larry Linkogle shot into the lead, ahead of Troy Welty and Scott Myers. Myers quickly forced his way past Welty and closed the gap on Linkogle. Myers got the power to the ground on his Kawasaki KX250 and railed around Linkogle on the first lap.

After gating poorly, former Ultracross Champion Jim Holley was showing his stuff, and he blitzed through the pack to occupy fourth behind Ray Crumb. Holley jumped past Crumb and then began to put the heat on Ryan Carlisle, who had worked his way into second.

The top four - Myers, Carlisle, Holley and Crumb - were no more than a second apart for the remainder of the heat. Coming out on top of a drag race over Carlisle was Holley. Crumb and Linkogle rounded out the top five, respectively.

"I feel kind of stiff from not riding all day," said Myers. "But it feels good."

Heat race two was a sleeper from the get-go. Shaun Kalos muscled his way into the early lead, ahead of Craig Canoy, Larry Brooks and Mike Chamberlain. The positions remained unchanged to the finish.

"Heat race wins seem to come easy," said heat race winner Kalos. "Now all I need to do is put it together for the main."

The main event proved not only to be exciting, but also controversial. Joshua Rolfe used his pole position start to lead the pack on the opening lap.

Crumb worked his way past a fading Rolfe to take the lead. Rolfe was also passed by Larry Brooks and Craig Canoy.

Holley's charge through the pack came to a sudden end when his Yamaha started blowing steam from a broken radiator hose.

Moving up through the pack was Tony Amaradio. Just as he had done at Anaheim in the previous round, Amaradio had no trouble passing on the rain-soaked track. Amaradio snuck his way into fourth just ahead of Kalos. The top four - Crumb, Brooks, Canoy and Amaradio - remained well separated with only Brooks whittling away at Crumb's lead.

Crumb held tough to the finish to capture the gold ahead of Brooks, Canoy, Amaradio and Kalos.

"I sat in my truck all day and worried about this race," said Crumb. "It (the win) hasn't sunk in yet."

The motorcycles of Crumb, Brooks, Canoy and Amaradio were impounded at the end of the main event, and the routine inspections by MTEG officials discovered that the fuel used by third-place finisher Canoy was, in their words, "Too hot," and was disqualified. The disqualification of Canoy moved Amaradio to third in the official standings. CN

Results

MAIN: 1. Ray Crumb (Kaw); 2. Larry Brooks (Yam); 3. Craig Canoy (Yam); 4. Tony Amaradio (Kaw); 5. Shaun Kalos (Yam); 6. Jani Sitar (Hon); 7. Robert Drew (Kaw); 8. Jeff Fine (Yam); 9. Ryan Carlisle (Kaw); 10. Scott Myers (Kaw).

AMA National Arenacross Series: Round 5

Reynard 3 for 4 at Sioux Falls Arena

By Pam Lambert

SIOUX FALLS, SD, FEB. 12-13

Fifteen-year-old Robbie Reynard blew into Sioux Falls Arena Friday and blew out Saturday night with three class wins under his belt. After being beat by Texan Billy Whitley in the first Expert race of the night on Friday, Reynard, from Oklahoma, returned with vengeance later that same evening and carried that attitude into the following night. The Kawasaki Team Green/Fox/Bell/Scott-sponsored Reynard topped Friday night's 250cc Expert class feature and both 125 and 250cc Expert class main events Saturday night.

A capacity crowd filled the Sioux Falls Arena both nights for the Rad-N-Bad and Kennedy Suzuki-sponsored event, which featured what the racers dubbed the "Kiddy Peristyle," a section of track that was built into the grand stands, ala the Los Angeles Coliseum Supercross.

Reynard and Sinisalo/Bell/Smith-backed Whitley got their weekend off to promising starts by winning their respective heat races, so when the green flag dropped in the feature, all eyes were focused on the two riders. But Reynard was penalized back to the third row after touching the rubber band on the initial start. On the restart, Reynard found himself positioned behind 12 riders, while Whitley had a clear shot up front, but nailing the holeshot was another Texan Terry Tinney, who transferred to the main by finishing second to Reynard in the first heat.

Tinney led the way for two laps before bobbling, which gave Whitley the inch he needed to move into the lead.

Reynard, meanwhile, eventually climbed up to fourth and began hounding Ben Heibel for third. The two riders battled until Reynard fell and lost a few places. Whitley went on to score a seemingly easy victory, while Heibel slipped into second after getting by Tinney, who lost one more position to Reynard before it was all over. Rounding out the top five was Gene Swain.

Once again, Reynard and Whitley transferred to the 250cc feature by winning their respective heat races, and when the rubber band snapped, it was Whitley jumping out to a sizeable lead over Reynard and Tinney. As the front-runners began to encounter lapped traffic, Reynard used this to his advantage and reeled-in and passed Whitley for the lead. Back in third and fourth, Heibel and Tinney duked it out with Tinney getting the upper hand. At the finish, it was Reynard scoring the win ahead of Whitley, Tinney and Heibel. Tracy Bachman rounded out the top five.

Saturday's 125cc Expert feature saw earlier heat race winner Whitley blast into the early lead ahead of Tinney and the other earlier heat race winner Heibel. Mired in the middle of the pack was Reynard.

Reynard was the rider to watch, as he threaded his way through the pack and into second after passing Tinney. The Kawasaki rider continued his drive to the front by catching the leader, Whitley. As he had done the previous night, Reynard caught and passed Whitley for his second win of the weekend. Both Reynard and Whitley lapped every rider in the race, including the third-place finisher, Tinney. Fourth went to Chris Hunter and fifth to Heibel.

It took three tries before the 250cc Expert class could complete its race. Heat race winner Tinney jumped the rubber-band start and was penalized back to the third row. On the restart, the other heat race winner, Whitley, crashed and required medical attention. The race was red-flagged on the third lap. Though Whitley eventually walked off the track, he was too shaken to make the second restart.

On the third try, Reynard shot into the lead and went on to score his easiest win of the weekend. After a seemingly endless dosage of bad luck throughout the weekend, Jason Upshaw finally put it all together to finish second, and Heibel third. Tinney finished fourth, and Josh Wagner rounded out the top five.

More than 300 amateur racers turned out to do battle on Saturday. In the 125cc Beginner class, six heat races and four semis were needed to trim the field of 53 riders down to 14 for the main event. At the start, it was two semi race winners - Chad Sparks and Rodney Badberg - dueling for the early lead. Badberg went on to score the win, while Rick Willenburg, stuck his Honda in between Badberg and Sparks to nab second. Third went to Sparks, while Todd Rathman and Chad Allen rounded out the top five.

In the 125cc Schooboy class, heat race winners Brook Fluker and Jeremy Fey were not a factor in the feature, as Ty Maschino ended up scoring the win ahead of Chad Kroll and Brent Ruden. Frey eventually finished fourth, while Fluker was plagued by mechanic problems and had to settle for fifth. CN

Results

FRIDAY

125 EX: 1. Billy Whitley (Hon); 2. Ben Heibel (Kaw); 3. Robbie Reynard (Kaw); 4. Terry Tinney (Hon); 5. Gene Swain (Suz).

250 EX: 1. Robbie Reynard (Kaw); 2. Billy Whitley (Hon); 3. Terry Tinney (Hon); 4. Ben Heibel (Kaw); 5. Tracy Bachman (Hon).

SATURDAY

125 EX: 1. Robbie Reynard (Kaw); 2. Billy Whitley (Hon); 3. Terry Tinney (Hon); 4. Chris Hunter (Suz); 5. Ben Heibel (Kaw).

250 EX: 1. Robbie Reynard (Kaw); 2. Jason Upshaw (Kaw); 3. Ben Heibel (Kaw); 4. Terry Tinney (Hon); 5. Josh Wagner (Yam).

AMATEURS

50 MOD: 1. Cody Delaware (Yam); 2. Billy Olson (Yam); 3. Joe Ettersuold (Yam); 4. Joshua Carlson (Yam); 5. Bill Krusmark.

65 7-11: 1. Justin Delaware (Kaw); 2. Zack Derry (Kaw); 3. Lee Feldhaus (Kaw); 4. Clyde Jones (Kaw); 5. Mike Royer (Kaw).

85 7-11: 1.Mike Brueckner (Yam); 2. Justin Delaware (Kaw); 3. Austin Raubs (Yam); 4. Summer Deleware (Kaw); 5. Zack Derry (Yam).

85 12-13: 1. Clint Bowyer (Suz); 2. Jay Goosmann (Suz); 3.D.j. Kunkel (Suz); 4. Chad Lile (Suz); 5. Ryan Broughton (Hon).

85 14-15: 1. Andy Bowyer (Suz); 2. Jon Miller (Kaw); 3. Darrik Delozier (Suz).

85 BEG 12-15: 1. Ty Mugaard (Yam); 2. Josh Meyer (Yam); 3. Dave Perry (Yam); 4. Jeff Schultz (Hon); 5. Justin Deubel (Kaw).

85 OPEN: 1. Andy Bowyer (Suz); 2. Clint Bowyer (Suz); 3.Jay Goosmann (Suz); 4. Jon Miller (Kaw); 5. Ty Maschino.

125 B INT: 1. Tim Pospisil (Kaw); 2. Brook Fluker

(Kaw); 3. Todd Fletcher (Kaw); 4. Phil Henning (Kaw); 5. Mike Daly (Suz).

125 C NOV: 1. Tony Bacon (Kaw); 2. Troy Bennett (Hon); 3. John Michael (Hon); 4. Frank Jackson (Hon); 5. Dirk Schaumleffel (Yam).

125 12-15 SCHBY: 1. Ty Maschino; 2. Chad Kroll (Kaw); 3. Brent Ruden (Suz); 4. Jeremy Fey (Yam); 5. Brook Fluker (Kaw).

125 D BEG: 1. Rodney Badberg (Suz); 2. Rick Willenburg (Hon); 3. Chad Sparks (Hon); 4. Todd Ramthun (Hon); 5. Chad Allen (Kaw).

250 BEG D: 1. Troy Goodman (Hon); 3. Chris Korando (Yam); 3. John Phillips (Hon); 4. Kory Raustern (Suz); 5. Trent Feltman (Kaw).

250 NOV C: 1. John Michael (Hon); 2. Brad Eischeid (Suz); 3. Rodney Matheson (Yam); 4. Cory Corcoran (Kaw); 5. Paul Laughlin (Suz).

250 INT B: 1. Tim Pospisil (Yam); 2. Todd Fletcher (Kaw); 3. Chad Fisher (Kaw); 4. Sean Kremer (Hon); 5. Brian Taylor (Hon).

OVER 25: 1. Brian Taylor (Hon); 2. Bill Stork (Hon); 3. Thomas Wentworth (Hon); 4. Sean Kremer (Hon); 5. Cy Chesterman (Kaw).

OVER 30: 1. Greg Chicoine (Kaw); 2. Richard Reed (Kaw); 3. Val Koesis (Yam); 4. Gary Gibbs (Hon); 5. Jon Holtz (Yam).

OVER 30 A: 1. Mike Daly (Suz); 2. Bill Stork (Hon); 3. John Old (Kaw) 4. Scott McLaughlin (Yam); 5. Gregg Henkel (Yam).

Yarnell shines at Glen Helen Motocross

By Elaine Jones

SAN BERNARDINO, CA, FEB. 14

John Burr Cycles-sponsored Doug Yarnell scored a close win in the 250cc Intermediate class at the opening round of the Yamaha Dealer Series at Glen Helen Raceway.

The five-race series pits various Yamaha dealerships against each other in team competitions. Team riders compete individually, but earn points for their respective teams based on their results. A single point is also awarded for each member of the team who participates, regardless of their performance. At the end of the series, a perpetual trophy will be presented to the winning dealer. The event saw a good turnout, with Yamaha of Monclair leading the way with 18 entries.

Yarnell's first race out paired him against Kenny Maddox of Montclair Yamaha in the 250cc Intermediate race. Maddox pulled out the win at the checkered with Yarnell right on his exhaust. The tables were turned when Yarnell came back in the second moto and put Sunwest Yamaha's Mark Decker between himself and Maddox. Decker, the spoiler, came away with third overall, since Yarnell and Maddox were tied in points. Yarnell's second-moto finish tipped the scales in his favor.

Yarnell came back to the line for the +30 Vet/+40 Intermediate/Expert race, and went wire to wire both motos for the win. Other riders were impressed with the stamina of Yarnell, competing in back-to-back races on the long, rough track. Yamaha-Honda of Redlands' Bob Mamaell ran second in both heats, and Montclair Yamaha's Darren Cartwright claimed the third spot in both go rounds.

Yarnell was probably a little tired when the YZ Vet Intermediate race rolled around, as he was only able to come up with a third. Maddox went wire to wire, followed by Decker.

Beaumont Yamaha-Kawasaki rider Cory Austin showed the boys the way home in the YZ 250cc Novice race, as he led the way all six laps. Montclair Yamaha's Alex Zapata and Dale's Modern Cycle-backed Joe Ryan fought it out for second, with Zapata getting the nod.

Yamaha of Cucamonga's Dave Dain and John Burr Cycles' Ryan Beveridge were like Siamese twins in the YZ 250cc Beginner race, but Dain broke away to get the win. Victor Decloud of Beaumont Yamaha-Kawasaki rounded out the field.

Austin held school in the 250cc Beginner race with Zapata and Ryan content to follow him home.

David Welch of Montclair Yamaha took a backseat to no one in the YZ 125cc Beginner race. He broke to the front out of the gate and never looked back. James Wright, also representing Montclair Yamaha, had to contend with traffic and could do no better than second. Making it a clean sweep for Montclair Yamaha was Mark Jordan.

Continuing Montclair Yamaha's domination of the YZ 125cc class was Randy Smith, who topped the 125cc Novices.

Jake Gribben of Montclair Yamaha kept things alive by taking the win in the YZ 80cc class. Dusty Walters of Sunwest Yamaha broke the streak as he picked up second, with Montclair Yamaha's Ryan Orr coming away with third.

Results

YZ

P/W 50 STK: 1. Bryce Oxley (Yam); 2. Matthew Clark (Yam); 3. Scott Simon (Yam).

P/W 50 MOD: 1. Ray Perez (Yam).

80: 1. Jake Gribbon (Yam); 2. Dusty Walters (Yam); 3. Ryan Orr (Yam).

125 BEG: 1. David Welch (Yam); 2. Jeff Hoeppler (Yam); 3. Mark Jordan (Yam).

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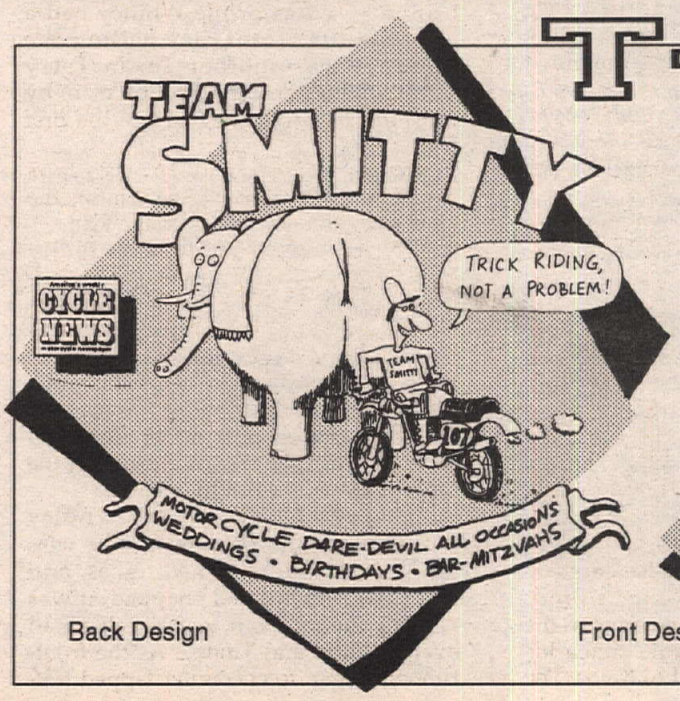

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LOCAL EVENTS

Timmy Staufenbeil (91) roosted to the 125cc Intermediate class win at Barona Oaks.

125 NOV: 1. Randy Smith (Yam).

250 BEG: 1. Dave Dain (Yam); 2. Ryan Beveridge (Yam); 3.Victor DeCloud (Yam).

250 NOV: 1. Cory Austin (Yam); 2. Alex Zapata (Yam); 3. Joe Ryan (Yam).

VET +30/+40 BEG: 1. Gary Chapman (Yam); 2. Bill Schultz (Yam); 3. Joel Plavajka (Yam).

VET +30/+40 NOV: 1. Adrian Mesa (Yam).

VET INT: 1. Kenny Maddux (Yam); 2.Mark Decker (Yam); 3. Doug Yarnell (Yam).

DEALER STANDINGS: 1. Montclair Yamaha (130); 2. John Burr Cycles (101); 3. Yamaha of Cucamonga (100); 4. Malcolm Smith Motorcycles (41); 5. Beaumont Yamaha-Kawasaki (35); 6. Sunwest Cycles (28); 7. Mission Yamaha (24); 8. YKP Racing (23); 9. B&B Cycles (19); 10. (TIE) Honda-Yamaha of Redlands/White Bros (18); 12. (TIE) Yamaha of Temecula/Riverside Kawasaki (17); 14. VIP Kawasaki (16); 15. Dale's Modern Cycles (13); 16. Southland Cycle (10); 17. Saddleback Suzuki (4); 18. Champion Motorcycles (2); 19. (TIE) Hemet Cycle Center/Honda World (1).

OPEN

60: 1. Blake Viens (Yam); 2. Ray Perez (Yam).

80: 1. Jake Gribbon (Yam); 2. Levi Reid (Yam); 3. Wes Carey (Suz).

125 BEG: 1. David Welch (Yam); 2. Jess Hoeppner (Yam); 3. Gordone Keller (Yam).

125 NOV: 1. Patrick McElvogue (Suz); 2. Joe Ryan (Yam); 3. Gary Noble (Hon).

250 BEG: 1. Ryan Foote (Kaw); 2. Dwight Radar (Kaw); 3. Joel Leighton (Kaw).

250 NOV: 1. Cory Austin (Yam); 2. Joe Ryan (Yam); 3. Alex Zapata (Yam).

125 INT: 1. Chip Rotan (Kaw); 2. Joe Fernandez (Kaw).

250 INT: 1. Doug Yarnell (Yam); 2. Kenny Maddux (Yam); 3. Mark Decker (Yam).

OPEN INT: 1. Garth Milan (ATK).

VET +25 BEG: 1. Dave Dain (Yam); 2. Steve Lawson (Hon); 3. Derick Raring (Hon).

VET +25 NOV: 1. Darin Cartwright (Yam); 2. Robert Carpenter (Yam); 3. Dave Simon (Yam).

VET NOV +30: 1. Dave Simon (Yam); 2. Chris Peterson (Kaw); 3. Steve Caston (Yam).

VET BEG +30: 1. Blake Orgill (Kaw); 2. Ken Mabry (Hon); 3. Gary Chapman (Yam).

VET BEG/NOV +30: 1. Alan Kent (Yam); 2. Donnie Walters (Yam); 3. Ken Fuller (Hon).

VET INT/EX +30/+40: 1. Doug Yarnell (Yam); 2. Bob Maxwell (Hon); 3. Darin Cartwright (Yam).

Staufenbeil stomps Barona Oaks MX

By Homer Eubanks

RAMONA, CA, FEB. 14

Timmy Staufenbeil proved to be the sweetheart by winning the 125cc Intermediate class on Valentine's Day at the first CMMC race of the season at Barona Oaks Raceway.

The 21-race series debuted with a completely new track for the Pee Wee classes, along with improvements to the regular track, which ran in the opposite direction as last year. Over 125 riders competed in 15 classes.

Staufenbeil was second off the line in the first moto, but fell to third on the second lap. It wasn't until the sixth lap that Staufenbeil took the lead. Jon Raymond had grabbed the early lead until Dennis Dahlin got by for the lead on the third lap. Staufenbeil and Jeff Tilton were both also able to get by Raymond.

Once Staufenbeil took over second, he quickly set his sights on the leading Dahlin. On the following lap, Staufenbeil made his move on Dahlin and put the win in his pocket. The action continued to the finish line, as Tilton managed to get around Dahlin for second. Dahlin made a last-chance charge at the finish line, but missed the position by the length of a wheel. Raymond was a close fourth.

The second moto looked like the first, as Raymond led the pack out of turn one. This time Tilton was second and Staufenbeil was third. Tilton showed Raymond the fast way up the long hill and took the lead on the second lap. Raymond dropped his Suzuki on the third lap and had to remount in fifth place. Dahlin moved in on the leader and, with better rhythm over the whoops, took over the race on lap four. Staufenbeil managed to get by Tilton and was able to finish second.

Dahlin rode his Suzuki to first overall in the 250cc Intermediate division. He had to get by Kory Buyers in the first moto, but had the track all to himself in the second. Tilton and Gabriel Bolivar provided the action while fighting over-second place. Bolivar was third and Tilton fourth. Tilton played shadow for the first five laps, but moved past Bolivar to take second.

In the second moto Bolivar got off the line late, but got things rolling on the second lap. Tilton was able to mount a last-minute challenge on Bolivar, but had to settle for third.

Daniel Nichols easily won the first moto in the 250cc Novice division, but had to deal with Brain McDuffee in round two. Nichols held on to take overall and McDuffee was second.

Colby Raymond found he had his hands full in the first Super Mini heat. Raymond jumped out the early leader, but Manny Arias took over on the second lap. Arias fell in a blind corner and Raymond crashed while avoiding the fallen Arias. Josh Preman took over and held the lead until the seventh lap, when Raymond came back to take over. Raymond won overall by handily winning the second heat.

Results

250 INT: 1. Dennis Dahlin (Suz); 2. Gabriel Bolivar (Yam); 3. Jeff Tilton (Suz); 4. Kory Byers (Kaw).

250 NOV: 1. Daniel Nichols (Suz); 2. Brian McDuffee (Yam); 3. John Funderburg (Su); 4. John Duffy (Yam); 5. Rick Chak (Yam).

OLD PHARTS: 1. Don Connelly (Suz); 2. Steve Laninovich (Hon); 3. Rudy Sevilla (Suz); 4. Joe Stidman (Hon); 5. Greg Meyers (Yam).

125 NOV MOD: 1. Cory Bender (Suz); 2. Josh Williams (Suz); 3. Tim Tilton (Suz); 4. Jimmer Hollow (Suz); 5. Aaron Preman (Suz).

125 16-21: 1. Jon Raymond (Suz); 2. Jeff Tilton (Suz); 3. Tommy Johnosson (Suz); 4. Josh Williams (Suz); 5. Deron Stidman (Hon).

125 12-15: 1. Cory Bender (Suz); 2. Tim Tilton (Suz); 3. Jason Berg (Kaw); 4. Jodi Hollow (Suz); 5. Mark Kiefer (Yam).

125 INT: 1. Timmy Staufenbeil (Suz); 2. Dennis Dahlin (Suz); 3. Jeff Tilton (Suz); 4. Tommy Johansson (Su); 5. Jon Raymond (Suz).

125 NOV STK: 1. Marlon Sovey (Hon); 2. Wilson Nichols (Suz); 3. Danny Dobey (Suz); 4. John Conrad (Yam); 5. Aaron Preman (Suz).

125 BEG: 1. Eric Elson (Suz); 2. Jason Berg (Kaw); 3. Daiman Paterson (Kaw); 4. Greg Kirby (Suz); 5. Jeremy Bull (Suz).

80 9-11 STK: 1. Geoff Rader (Suz); 2. Billy Lanovich (Suz); 3. Jon Hopkins (Suz); 4. Benjamin Rose (Suz); 5. Todd Clayton (Yam).

JR CYC 7-11 MOD: 1. Dusten Watson (Kaw); 2. Scott Nelson (Kaw).

80 NOV STK: 1. Colby Raymond (Suz); 2. Manny Arias (Yam); 3. Josh Preman (Yam).

80 BEG: 1. Jody Agostino (Yam); 2. Chad Schmidt (Kaw); 3. Brad Millikan (Kaw); 4. Jason Fry (Suz); 5. Justin Blower (Kaw).

S/MINI: 1. Colby Raymond (Suz); 2. Josh Preman (Yam); 3. John Hopkins (Suz): 4. Manny Arias (Yam); 5. Todd Clayton (Yam).

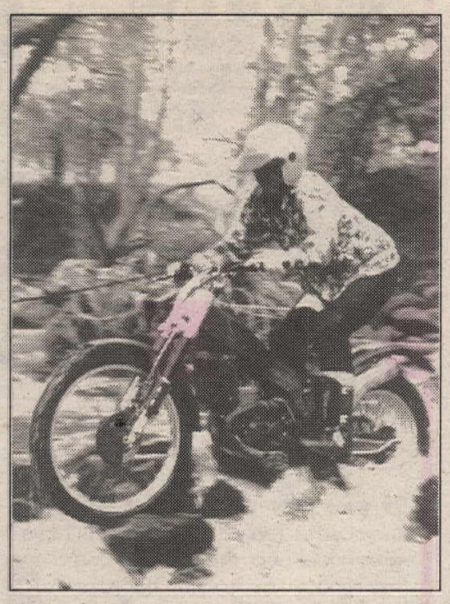
JR CYC 7-11 STK: 1. John Hopkins (Kaw); 2. Geoff Rader (Kaw); 3. Emitt Kling (Kaw); 4. Scott Nelson (Kaw); 5. Dusten Watson (Kaw).

JR CYC 0-8 STK: 1. Corey Macomber (Kaw); 2. Jesus Casillas Jr. (Kaw); 3. Dustin Good (Kaw); 4. Navaro (Kaw); 5. Juan Sevilla (Kaw).

FIRST TIMER: 1. Kenny Lannovich (Yam); 2. Cole Humphus (Suz); 3. Matthew Yanez (Yam); 4. Andrea Scanlan (Yam); 5. Sean Ojeda (Suz).

P/W STK 0-8: 1. Dustin Good (Yam); 2. Jonathon Rose (Yam); 3. Ryan Bert (Yam); 4. David Meyers (Yam); 5. A.J. Lee (Yam).

P/W 0-8 SEMI-MOD: 1. Jonathan Rose (Yam); 2. Brian Thomason (Yam); 3. Chris Caudillo (Yam); 4. Andrew Wageman (Yam); 5. Steven Ross (Yam).



Bob Madden splashed his way through a wet section at the Black Canyon Trial.

P/W 0-8 MOD: 1. Jesus Casillas; 2. Mark Palmer (Suz); 3. Ryan Beat (Yam); 4. Brian Thomason (Yam); 5. Andrew Wageman (Yam).

Jenkins jolts Black Canyon Trial

By Don Williams
Photo by Kelly Callan

RAMONA, CA, FEB. 7

After battling for three trips around the Black Canyon Trial's rugged loop, Rick Jenkins took the Advanced B class trophy from John Bourdeau on cleans, 12-10.

Jenkins, on a Yamaha, marched to an eight-point lead over Beta TR34C-mounted Bourdeau on the first loop, with the rest of the class far behind. The lead increased by another dab on the next loop, but Bourdeau's score improved while Jenkins started to slip.

The final lap was a near-disaster for Jenkins as he dropped 25 of the 48 points he scored on the cool, overcast day. Bourdeau kept his consistent ride going and caught Jenkins on points.

Jenkins scored nine points more than Bourdeau on the last circuit. Jenkins edged his challenger in cleans, 4-3, to pad the one-clean lead he had already enjoyed.

It was nearly as close in the Sportsman C and Novice B classes.

Merlin pilot Bill Markham turned in three consistent loops over the difficult course to beat Bob Gaouette by a dab, 57-58, in the Sportsman C division.

The short loop, designed by Technique Trials Club, guided the 77 riders along the banks of the rain-swollen Scholder Creek in the Mesa Grande Indian Reservation, and included a water crossing worthy of an advanced-level section. Although water was plentiful, deep water played a part in just two of the 10 sections, and only for the upper classes.

The traps for the second round of the American Trials Association Championship Series varied from easy to very tough, but relied more on proper technique than sheer bravery. Rain before and after the event and the presence of grass in many of the sections were unusual features for a southern California trial.

Newcomers Mark Hogan and Dennis Davitt put in exceptional rides to finish 1-2 in the Novice B division. Tied going into the final lap, Hogan edged Davitt, 7-8, on the last trip to take the victory in his first-ever trial.

Fantic K-Roo-mounted three-time National Champion Scott Head avenged his loss two weeks earlier in a convincing manner. Head had a clean second loop on his way to a 4-20 Expert class win over his Beta Zero-mounted rival.

Martin Belair dominated the Advanced A class on a Montesa 311, besting runner-up David Ige by 16 points. Dave Whittle won the Intermediate A division going away, 35-46, over Brad McClellan.

Results

EX: 1. Scott Head (Fan); 2. Tom Hamann (Bet); 3. Kevin Norton (Mon); 4. Mark Oldar (Fan).

ADV A: 1. Martin Belair (Mon); 2. David Ige (Fan); 3. Kent Graham (Apr); 4. Bob Madden (Bet); 5. Clive Hannon (Fan).

ADV B: 1. Rick Jenkins (Yam); 2. John Bourdeau (Bet); 3. Jim Collins (Bet); 4. Larry Varnell (Yam).

INT A: 1. Dave Whittle (Fan); 2. Brad McClellan (Yam); 3. Joe Slaughter (Apr); 4. Lee Holth (Yam); 5. Roger Guard (G-G).

INT B: 1. Jim Rogers (G-G); 2. Mitch Berger (Yam); 3. George White (Yam); 4. Steve Dozier (Yam); 5. Kevin Reynolds (G-G).

SPRTSMN A: 1. Terry Baker (Mon); 2. Dave Stanley (Fan); 3. Ian Griffin (Fan); 4. Marty Argo (Yam); 5. George Poe (Bet).

SPRTSMN B: 1. Peter Thatcher (Yam); 2. Ron Cavataio (Bet); 3. Jeff Seifert (Yam); 4. Gary Oborn (Hon); 5. Jeff Latimer (Yam).

SPRTSMN C: 1. Bill Markham (Mer); 2. Bob Gaouette (Fan); 3. JoAnn Head (Bet); 4. Sheldon Parker (Bet); 5. Steve Glanzman (SWM).

NOV A: 1. Rick Cavataio (Fan); 2. Bryan Benson (Yam).

NOV: 1. Mark Hogan (Bul); 2. Dennis Davitt (Hon); 3. Greg Baillie (Fan); 4. Kelly Callan (Yam); 5. Bret Corbin (Fan).

Hill hammers San Jose Enduro-thon

SAN JOSE, CA, FEB. 6

Aaron Hill bested Grand National Champion Chris Carr in race two at the seventh round of the Hap Jones/Yoko/Dublin Kawasaki-Suzuki Enduro-thon series.

Riders were welcomed by a great track that quickly deteriorated into a windy dust bowl, as an approaching winter storm blew hard before raining and turning the track into a quagmire.

Brett Landes entered the round in second place in the point standings behind Jeff Johnson, who was off contesting the GFI Winter Series. Third in the series was Joe Bruce. The series champion will receive a new Suzuki DR250 courtesy of Dublin Kawasaki-Suzuki.

Bruce was teaming with Brian Kinney in the 125cc class for race one, and was leading by a large margin when he bailed big time. Bruce remounted and got back to the pit area, where Kinney took over and finished second. The teenage duo of Dan and Don Hart scored the win, but Bruce and Kinney collected 31 points and closed the gap for the overall title.

The second race was a different sort of barn-burner with no less than six nationally ranked flat trackers entered. Carr worked to the front, passing 17-year-old Dan Hart during a rider swap, and then taking the lead when 15-year-old Don Hart crashed his CR250 and broke the throttle. Bruce and Kinney were teamed on a Suzuki, and were dicing with Landes and Jeff Eklund. Hill was also in the hunt, making for a great race that just seemed to get closer as the laps wore down.

On the final lap, Carr's tire began to deflate and Hill pounced, taking the win by just a few feet. The Bruce/Kinney team took third.

The Open-class riders faced off in race three, which started a few minutes late as the track was prepped. Within 25 minutes, however, the storm struck and the track became very slick. Once again, it was the Hart brothers out front, this time on a Honda XR600. The Bruce/Kinney team was second on the first lap, but Tavis caught and passed them and went on to win in a big way.

The Joe Vella/Tony Alves team took over second from Tavis for four laps, but once the rains became steady, no one could match Tavis' pace. Moving from 35th to third in just five laps was Pat Brown, who was teamed with sprint car driver Rich Voss, but the slop took hold and they slipped to 12th with a variety of ills, including a snapped chain.

Results

RACE 1: 1. Dan Hart/Don Hart (Kaw); 2. Joe Bruce/Brian Kinney (Kaw); 3. Curtis Tackley/Glenn Martinson (Kaw); 4. Paul Bergstrom/Mike Bergstrom (Yam); 5. Jason Murrell (Kaw).

RACE 2: 1. Aaron Hill (Hon); 2. Chris Carr (Suz); 3. Bruce/Kinney (Suz); 4. Brett Landes/Jeff Eklund (Kaw); 5. Tim Selby (Suz).

RACE 3: 1. John Tavis (Hon); 2. Joe Vella/Tony Alves (Yam); 3. Steve Raymond/Mike Raymond (KTM); 4. Dave Matheson/Glen Hansson (Hon); 5. Bruce/Kinney (Suz).

Ingram eases to win at Walker Ice Race

By Grace DiBenedetto

MUSKEGON, MI, FEB. 12

Dan Ingram was crowned Indoor Ice Racing Champion for the fifth-consecutive year as the short pro indoor ice racing season came to a close at Walker Arena.

The Muskegon M.C.-hosted event saw Byron Molloseau/Shoei/Bloomington Honda/Tsubaki-sponsored Ingram get his night off to a good start by winning the first heat by almost three bike lengths. Chuck Springsteen did the same to his three opponents in heat number two.

Heat three came to the line three times before Bryan Villella was able to lead three rookie riders under the wire. Stanick caught the first red flag for jumping the start, while L.J. Schaidt brought out the second red flag after catching a tire marker and heading straight across the track into the wall.

Brian Hardin stayed clear of trouble in the next round by staying a step ahead of Don Estep, who tried unsuccessfully to stick a wheel under Hardin. Villella picked up where Estep left off, knocking himself out of the race when he tried to knock Hardin off his feet the next time out.

Hometown favorite Paul Kops took the lead after matching holeshots with Ron Forstner in heat 12. The two came down the backstretch peg to peg, with Kops taking the advantage around turn four. Riders bunched up around corner one

on the white-flag lap, with Forstner riding up hard and fast on the inside. Forstner stuck a wheel under Kops, sending him flying. As Forstner and Eric O'Boyle headed for the checkered flag, O'Boyle crossed over Forstner's line and the two headed for the wall, leaving Schaidt as the only rider left in the field to take the checkered flag.

Springsteen was given some incentive to twist a little harder and put some distance on Estep, who was using his front wheel like a battering ram in heat 16.

Hardin blew out of the hole in the next round, leaving Kops, Stanick and Jack Mayer to battle for second. Their confrontation gave Hardin all the breathing room he needed to sail on down to the checkered flag, with Kops hitting the wire next.

Mark Wyskiel picked up his second win in a race that saw Forstner hold off a four-lap assault by Villella for second place.

Ingram and Hardin, each with three wins, met in the next round and charged off the line with Wyskiel. As Wyskiel took the point, Hardin slid out of the corner and the red flag flew. Ingram and Wyskiel went wheel to wheel off the green on the restart, with Wyskiel taking the advantage out of corner two. One lap later Wyskiel rounded the same corner and stalled his Honda while leading. Ingram tucked down and neatly ducked under him for the win.

The checkered flag was again snatched away from the hometown favorite in the next round. Kops held off a hard-charging Doug O'Boyle until the checkers were in sight, but just as he approached the finish, O'Boyle squeezed through and won.

Eric O'Boyle held off three attacks by Jack Mayer in lap one but forgot to close the door coming around turn four and the persistent Mayer was there to take advantage of the mistake.

The next heat saw four restarts before the referee gave the win to Estep, who was leading under the final red flag.

Ingram dusted off the competition in his last heat, giving himself a perfect score and the pole position for the final.

Stanick brought out the red flag twice in the next heat when he lost traction in turn four and then gave the crowd an instant replay on the restart. He found better traction on the next restart and took the point. Doug O'Boyle rammed Stanick several times for the lead but Stanick brushed him off each time. On lap three O'Boyle started riding up Stanick's leg on the backstretch in a last-ditch effort to make it into the main event. As they came around turn three, O'Boyle gave one last shove and sent Stanick into the hay bales. The momentum carried O'Boyle a little wider than he had anticipated, and he opened the door for Wyskiel to nab the checkered flag.

Jack Mayer and Danny Butler went handlebar to handlebar in the next-to-last heat, with Mayer taking possession of the lead on lap two and wheelying to the checkered flag. The riders were bumping, pushing and shoving out of the hole in the final, and it wasn't long before Estep and Springsteen headed for the hay off turn four, bringing out a red flag. The race got three laps before it was flagged off again, and the riders were staggered for another restart. It was Doug O'Boyle who didn't make it to lap three the next time out, and the race was again restarted. Four times proved to be the charm for Ingram, as he led the parade in the last three laps of the season, crossing the checkered flag with the win.

Results

PRO: 1. Dan Ingram; 2. Brian Hardin; 3.Brian Villella; 4.Mark Wyskiel; 5. Chuck Springsteen.

50: 1. Cory McDermitt; 2. Michael York; 3. Bryan Smith; 4. Stacy Woods; 5. Grant Moreland.

Elliott eases to Glen Helen Short Track win

By Fred Windum

SAN BERNARDINO, CA, FEB. 14

Elliott Iverson took home top honors at Jim Fishback's fledgling Sunday amateur flat track and speedway races on Glen Helen's eighth-mile oval.

After a lengthy open morning practice, the races opened up with FASB racing's Dennis Briggs launching his Yamaha into the lead, leaving Iverson and Team White Bros. Jeff Arnold to fight for the second spot. As the racers settled in, Iverson held second, and Arnold and Brett Bemis followed to the checkered.

Heat two was run right after the water truck ran, making for a treacherous track. Jeff Arnold found the right setup on his Husky 610, while the rest of the troops made like salamanders and rolled around in the mud. Everyone other than Arnold had to pick themselves out of the mud at least once. Briggs managed to stay on two wheels long enough to take second, and Bemis slid into third spot.

As the speedway tapes went up for the main, Briggs and Iverson pushed into turn one where Briggs took over. Arnold stayed right behind in third, taking second spot as Iverson went wide in turn two. A lap later the two traded places again, and Iverson gained on Briggs. On about lap five, Briggs slipped off into the deep stuff in turn one, caught traction and highsided into the marbles, leaving Yamaha-mounted Iverson with the lead. Arnold and Bemis followed to the flag.

Results

MAIN: 1. Elliott Iverson (Yam); 2. Jeff Arnold (Hus); 3. Brett Bemis (Yam).

Gosselaar, Asher hot at LACR Motocross

By Greg Robertson

PALMDALE, CA, FEB. 14

Christopher Gosselaar won all four motos in the 60cc (9-11) and 80cc Beginner classes at California Racing Club's motocross at Los Angeles County Raceway, and Tracy Asher ran away with both the 125 and 250cc Intermediate class victories.

O'Neal/Sources Unlimited/FMF/Simi Kawasaki-sponsored Gosselaar enjoyed the lead from the drop of the gate until the checkered flag in the first 60cc race. His brother, Todd Gosselaar, was second ahead of a distant Broc Wallace.

Todd Gosselaar grabbed the second-moto holeshot ahead of Wallace, while Christopher Gosselaar had trouble coming out of the gate and was last through the first turn. By the start of the second lap Christopher Gosselaar worked up through the entire field to pass Todd Gosselaar for the lead, where he stayed until the finish. Todd Gosselaar again finished second, this time over Ross Garcia.

It was no contest in the 80cc Beginner class as Gosselaar turned two holeshots into uncontested victories.

In the first moto of the Mini Beginner class Larry Venema gated second ahead of Andrew Labrador and George La Monte. Labrador dove underneath Venema on the opening lap to run in second place. Midway through the race Labrador went down in a corner, handing second place back to Venema. Venema couldn't regain the lost ground and had to settle for third. While Christopher Gosselaar romped to a 25-second lead by the finish of moto two, Labrador and Venema argued the entire race over the runner-up position. Venema shadowed Labrador's every move, waiting for the mistake that never happened. Labrador withstood the pressure to collect a second-place trophy with his 3-2 finishes.

Although he didn't get three out of four holeshots like Gosselaar, Asher was equally impressive on the track. The Bieffe/Splash/O'Neal/FMF/White Bros/Kal-Gard-backed rider worked up through his competition to sweep both 125cc Intermediate class races. Dunham was the fastest rider through turn one in the first 250cc Intermediate moto, while Asher gated third and got around John Keefer and Dunham before the completion of lap one. Once out front it was clear sailing for Asher, as he took the checkered flag going away. Owen Dickson worked up from a poor start to challenge Dunham for second on the last lap, but ran out of time.

Keefer gated perfectly in moto two, leading Dickson and Asher. Asher wasted no time and flew past the two front-runners before the start of lap two. Asher quickly pulled out a five-second advantage, which he held for the remainder of the race. Dickson ran a strong second the entire moto, while Dunham earned third.

Results

P/W A: 1. Blake Mitchell (Yam); 2. Chris Nihan (Pax); 3. Sean Collier (Yam).

P/W B-1: 1. Caleb Gosselaar (Yam); 2. Anthony Barbacovi (Yam); 3. Vincent Rhoads (Yam).

P/W B-2: 1. Eric Hunter (Yam); 2. Kenneth Tannalfo (Suz); 3. Brett Mountain (Yam); 4. Drew Flum (Itj); 5. Timmy McDaniel (Yam).

P/W MOD: 1. Sean Collier (Yam); 2. Blake Mitchell (Yam); 3. Chris Nihan (Pax).

60 0-8: 1.Daryl Ecklund (Kaw); 2. James Thompson (Kaw).

60 9-11: 1. Christopher Gosselaar (Kaw); 2. Todd Gosselaar (Kaw); 3. Broc Wallace (Kaw); 4. Kit Kunath (Kaw); 5. Ryan Miller (Kaw).

80 9-11: 1. Shaun Mitchell (Kaw); 2. Ross Garcia (Suz); 3. Jason Larkin (Kaw); 4. Tyson Tittlemier (Suz); 5. Joshua Coffey (Kaw).

MINI BEG: 1. Christopher Gosselaar (Kaw); 2. Andrew Labrador (Suz); 3. Larry Venema (Kaw); 4. Bob Arens (Hon); 5. George LaMonte (Hon).

MINI NOV: 1. Michael Young (Suz); 2. Clint Shepard (Suz); 3. Greg Andrew (Yam); 4. Mike Collier (Kaw); 5. Chris Honnold (Kaw).

MINI INT: 1. Chris Neitzel (Kaw).

125 BEG: 1. Mike Sheets (Hon); 2. Jehrrod Thames (Suz); 3. Guy Faria (Hon); 4. Mike Odom (Hon); 5. Matt Tittlemier (Yam).

125 NOV: 1. Fred Ogrim (Hon); 2. Danny Woodard (Suz); 3. Roger Fonseca (Suz); 4. Scott Minster (Suz); 5. Shawn Dolmage (Suz).

125 INT: 1. Tracy Asher (Suz); 2. Jason Simmons (Kaw).

125 PRO: 1. Tony Sulek (Kaw).

250 BEG: 1. John Jefferies (Hon); 2. Warren Tittlemier (Suz); 3. Gary Beaird (Hon); 4. Dave Pryzgoda (Kaw).

250 NOVP: 1. Dan King (Yam); 2. Duke Loppnow (Kaw); 3. Mike Maute (KTM); 4. Ken Reed (Kaw); 5. Bobby Hall (Suz).

250 INT: 1. Tracy Asher (Suz); 2. Owen Dickson (Kaw); 3. Rob Dunham (Yam); 4. John Keefer (Yam); 5. Jason Simmons (Kaw).

500 BEG: 1. Lee Saul (Hon); 2. Bob Bednarczyk (Yam).

JR VET BEG: 1. Jon Flintoff (Yam); 2. Oscar Williams (Kaw).

JR VET NOV: 1. C.T. Wattanabe (Kaw); 2. Scott Curtis (Hon).

JR VET EX: 1. Jeff Barbacovi (Yam); 2. Scotty Walker (Hon); 3. Jack Kell (Hon).

VET BEG: 1. Ken Link (Yam); 2. Johnny Padilla (Hon); 3. Bob Blake (Kaw); 4. Dave Dubin (Suz); 5. Dennis Kinebach (Hon).

VET NOV: 1. John Brickner (Yam); 2. Leo Saul (Cag); 3. Alex Spinelli (Yam); 4. Mark Neal (Kaw); 5. Ron Northrop (Suz).

VET INT: 1. Mark Maynor (Suz); 2. Scott Curtis (Hon); 3. Rodney Morrison (Suz); 4. Jack Kell (Hon).

VET EX: 1. Brad McLeod (Hon); 2. Scotty Walker (Hon); 3. Ken Neitzel (Kaw); 4. Randy Tittlemier (Suz).

SR BEG: 1. Chris Slick (Hon).

SR NOV: 1. David Wallace (Kaw); 2. David Procida (Suz); 3. Bruce McCormick (Kaw).

SR INT: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam).

SR EX: 1. Jack Kell Sr. (Hon).

VET A: 1. Bennie Waldrop (Kaw); 2. Ricky Foster (Hon); 3. Glenn Hunt (Hus); 4. Chris Burchfield (Hus); 5. Mike Cantrell (Kaw).

VET B: 1. James Barrett (Kaw); 2. Jimmy Elkins (KTM); 3. Bob Sills (Kaw); 4. James Fleming (Kaw); 5. Steven Allotto (Kaw).

200 B: 1. Nelson Cubley (Kaw); 2. Donald Harrison (Kaw); 3. Craig Melton (Kaw); 4. Chris Breaux (Kaw); 5. Dean Quave (Suz).

250 B: 1. Gregg Goglen (Hon); 2. John Prestridge (Suz); 3.Jeff Hyde (Suz); 4. Michael Ledingham (Suz); 5. Ryan Bearden (Hon).

OPEN B: 1. Gerald Guin (Hon); 2. Jim Mitchell (Hus).

SR A/B: 1. Larry White (Kaw); 2. Ray Bearden (Hon); 3. Tommy Lane (Kaw); 4. Terry Brown (Hon); 5. Neal Cooper (Hus).

JR 13-16: 1. Clay Boreing (Kaw); 2. Joe Duvieilh (Hon); 3. Zach Ivey (Kaw); 4. Owen Fleming (KTM); 5. Kyle Henderson (Kaw).

WMN: 1. Bobette Black (Hon).

MINI 0-9: 1. Drew Hunt (Kaw); 2. Jacob Carlton (Kaw).

MINI 0-12: 1. Nick Burgess (Yam); 2. Eric Barth (Yam); 3. Chad Thrash (Kaw).

200 C: 1. Stan Amphion (Hon); 2. Brooks Wallace (Hon); 3. Charles Thrash (Kaw); 4. Kyle Thrash (Kaw); 5. Bobby Faerber (Kaw).

OPEN C: 1. Michael Barton (Kaw); 2. Hubbard Partridge (Hus); 3. Trevor Walters (Hon); 4. Ron Bishop (Hus); 5. Jim Hall (Hon).

Mike Ostrander (182) led Danny Padilla (347) and Bob Blake (33) at the LACR MX.

Waller wins Springhill Hare Scramble

By Jonny Kemp

WILSON, LA, FEB. 14

George Waller, Jr. won the AA class at the Springhill Hare Scrambles, which was hosted by the Louisiana Trail Riders Association.

The race was the opening round of the Southern Enduro Riders Association Championship Series and the Louisiana State Championship Series, with 125 riders coming from across six states. It was held on the property of Kirwin and Beryl Ross.

As to be expected in February, the course was slick and muddy in places, with a few competitors falling prey to the occasional suck-hole or two. The majority of riders, however, avoided these pitfalls and enjoyed slithering around the 12-mile course.

Kawasaki Team Green-supported Waller grabbed the AA lead early on, never to relinquish it despite the valiant efforts of Jerry Gibson, also a Kawasaki Team Green rider. Honda-mounted Greg Bryant also threatened Waller during the early moments, but eventually fell to third, behind second-place Gibson.

Larry White overcame a tough field of Senior-class riders to take the win aboard a Kawasaki, only to face possible disqualification for crashing through and taking out the finish gates along with a couple of volunteer checkers. The checking crew exercised leniency, however, and allowed White to retain his win in spite of this heinous act.

Glenn Hollingshead was able to secure the win in the 250cc A class aboard his new Kawasaki KX250 over Kawasaki-mounted Paul Cox. Said Hollingshead, "I had a fun time..I never got stuck, though there were plenty of opportunities. Steve Nicholas, on a KTM, topped the Open A division with James Smith in second.

Keeping in the Valentine's Day spirit, each rider was given a candy heart with their entry and they entered their sweetheart's name in a drawing for a beautiful box of Valentine candy. Paul Cox took the prize home for his sweetheart Laurie.

Results

AA EX: 1. George Waller, Jr. (Kaw); 2. Jerry Gibson (Kaw); 3. Greg Bryant (Hon); 4. Tim Singleton (Suz); 5. Jeff Plunkett (KTM).

200 A: 1. Allen Nicholas (KTM); 2. Mark Herron (Kaw).

250 A: 1. Glenn Hollingshead (Kaw); 2. Paul Cox (Kaw); 3. David Vines (Suz).

OPEN A: 1. Steve Nicholas (KTM); 2. James Smith (KTM).

Prida pounds Carlsbad MX

By Dave Burgess

CARLSBAD, CA, FEB. 13

Geno Prida held off all comers to take home the victory in the 250cc Junior class at the Racing Enterprises-promoted Saturday MX held at Carlsbad Raceway.

Due to the onslaught of rains in the southern California area, the promoters were forced to run the upper GP track due to flooding. This track resembled a golf course with lush green-grass, and footpeg-deep ruts.

At the start of the first Junior-class moto, Ricky Fernandez shot his Yamaha into the lead, with Prida and Ken Mallow in tow. Prida wasted little time getting out from behind Fernandez' roost, and took over first. Fernandez had his hands full trying to keep Mallow at bay, and to still keep Prida in sight.

On the move from a poor start was Thorbacked Walter "Stimpy" Crawford on an all-blue KX250. Crawford was taking some suspicious lines that bordered on track cutting, but was just inches off the rear fender of Mallow. Prida picked his lines well, as he managed to slip away from Fernandez. Fernandez was secure in second, and the real battle was between Mallow and Crawford over the third-place spot. Crawford showed Mallow his front wheel several times and the two actually collided at one point, but Mallow would not be denied and he held tight to the number-three position.

Prida took the win over Fernandez, Mallow and Crawford.

Moto two saw Prida soar into the lead at the green-flag start, and never looked back. Fernandez again found himself in spot number two with Mallow and Crawford picking up where they had left off.

This time Mallow would have none of Crawford's tricks, and he pulled away leaving Crawford alone in fourth. Mallow began hounding Fernandez for second early on and never let up. Mallow tried one of Crawford's questionable lines on the straightaway, and shot by for second.

None of this was of any concern to Prida, as he looked relaxed on his way to the checkered flag for the moto win and the overall.

Results

80 BEG: 1. David Crawford (Yam); 2. Brent Wygal (Kaw).

80 JR: 1. Michael Sleeter (Kaw).

125 BEG: 1. Colin Eberly (Hon); 2. James Dunn (Suz).

LOCAL EVENTS

Bob Weiss (10), Mike Baldwin (3) and John Coen battled at the Lembo Lake Ice Races.

125 JR: 1. Steve Wambolt (Hon); 2. Deron Stidman (Hon); 3. Brother Milano (Hon).

125 INT: 1. Tim Staufenbeil (Suz); 2. Dennis Dahlin (Suz); 3. Tommy Johnosson (Suz); 4. Daniel Lundberg (Kaw); 5. Tim Olsen (Suz).

250 BEG: 1. Mike Worrall (Kaw); 2. Bill Cantrell (Suz); 3. Sergio Miranda (KTM); 4. Derik Townsend (Hon); 5. Marshall Dunham (Yam).

250 JR: 1. Geno Prida (Suz); 2. Ricky Fernandez; 3. Den Mallow (Kaw); 4. Walter Crawford (Kaw); 5. Michael Preybylsky (Hon).

250 INT: 1. Walter Baumgartner (Kaw); 2. Dennis Dahlins (Suz); 3.Nikki Hausmann (Kaw); 4.Sven Beerweiler (Hon); 5. Jonathan Knight (Kaw).

PRO: 1. Willy Musgrave (ATK); 2. Lance Johnson (Kaw).

500 BEG: 1. Rocky Goodell (Hon).

500 JR: 1. Jim Beaty (Hon); 2. Jeff Eacobellis (Kaw); 3. John Tookey (Kaw).

500 INT: 1. Dave Burgess (KTM).

25-29 INT: 1. Ken Wilson (Hon).

30+ BEG: 1. John Jones (Kaw); 2. Ed Holmes (Suz); 3. Sergio Miranda (KTM); 4. Dean Nesbitt (Kaw); 5. Jeff Parks (Hon).

30+ JR: 1. Darrell Little (Yam); 2. T.C. Brinegar (Hon); 3. Jeff Gray (Hon); 4. Robert Chocas (Su); 5. Curt Jablonski (Kaw).

30+ INT: 1. Tod McKay (Hon); 2. Rick Lundgren (Yam); 3. Price St. Clair (Hon); 4. Gary Deforest (Hon); 5. Ted Kukla (Yam).

30+ PRO: 1. Robert Weber (Hon); 2. Dan Berg (Hon); 3. Rod Hunt (Kaw).

35+ BEG: 1. Dan Shapard (Suz); 2. Robert Can Evera (Hon); 3. Rom Eberly (Hon); 4. Bruce Forinash (Yam).

35+ JR: 1. Paul Vogelsang (Hon); 2. Carl Powell (Yam); 3. Bob Sullivan (Hon); 4. David Pava (Kaw).

35+ INT: 1. D.R. Clement (Suz); 2.Craig Breihan (Hon); 3. Ed Miller (Hon); 4. Robert Failing (Hon).

BOMBER: 1. Robert Failing (Hon); 2. Ben Grable (Yam); 3. Chris Taylor (Hon).

40+ JR: 1. Bob Koller (Hon).

40+ INT: 1. Dave Jacobus (Su); 2. Tom Eberly (Hon); 3. Bruce Wygal (Hon); 4. Bruce Forinash (Yam); 5. Clive Cheffins (Hon).

40+ EX: 1. John Knight (Kaw); 2. Gene Phelpsoemployed (Kaw).

50+ INT: 1. Bill Malone.

Skidmore ices Lembo Lake Ice Races

By Rosemarie Bosi
Photo by Rick Seaman

MODENA, NY, FEB. 7

More than 120 riders and scores of spectators were treated to a display of professional ice racing on Lembo Lake, and National Road Race Champion Mike Baldwin dazzled race fans with handlebar-to-ice action on his 500cc Jawa.

Undaunted at losing the holeshot to Will Adams, Jay Skidmore put the pressure early on and went handlebar-to-handlebar with Adams for several laps. Wheel-to-wheel in nearly every turn, his tactics finally paid off and Skidmore was able to secure a commanding lead by lap four. With the 100% payback purse in mind, Skidmore had the incentive not to surrender his lead and went on to win the 250cc Expert class on his Honda. Adams finished second.

The day surely was meant for both Skidmore and Honda. After winning the heat for the Open Expert class, Skidmore, once again, surrendered the holeshot, this time to fellow Honda rider Bill Newkirk. Once again undaunted, Skidmore took the lead early on and was never challenged for first place. Second place, however, was a different story. Will Adams, Mike Spear and Bob Weiss treated the spectators to numerous passes action and close calls to swap places several times but finally spaced out in the final lap to finish second, third and fourth, respectively.

The "Team from Millbrook, New York" has also produced a new, up-and-coming rider. With very respectable finishes in both the 250cc Expert class (fifth) as well as in the Open Expert class (sixth), 15-year-old Keith Sartorini went on to take home the first place payback in the 125cc Expert class on his Honda.

The Senior Amateur class kept spectators on its feet. After several restarts, holeshotter Tom Glennon, Jr. never gave up the lead to take first place.

In the Four-Stroke class, long-time race rivals Ray Malley, Jr., Steve Kanya and Jay Millard went at it with a vengeance. Malley succeeded in obtaining the holeshot, but Kanya did not take it lying down. Thomas Daniele took the lead on his Rotax but the race continued for second place. Millard kept the pressure on, but it was Steve Kanya who took second place by half a bike length.

Bob Bingley showed the Sportsmen/Knobby class how it was done by winning both the heat and final by a landslide.

Results

OPEN EX: 1. Jay Skidmore (Hon); 2. Will Adams (Yam); 3. Mike Spear (Kaw); 4. Bob Weiss (Hon): 5. Thomas Daniele (Hon).

250 EX: 1. Jay Skidmore (Hon); 2. Will Adams (Yam); 3.Bob Weiss (Hon); 4. Bill Newkirk (Hon); 5. Keith Sartorini (Hon).

125 EX: 1. Keith Sartorini (Hon); 2.Michael Jones (Kaw).

SR EX: 1. Jay Skidmore (Hon); 2. Bob Weiss (Hon); 3. Mike Baldwin (Hon); 4. John Coen (Hon).

OPEN AM: 1. Chris Embler (Yam); 2. Robert Skidmore (Hon); 3. Bob Squeglia (Hon); 4. John Diehl; 5. Ray Malley, Jr. (Yam).

250 AM:1 . Chris Embler (Yam); 2. James Conklin (Hon); 3. Stan Nittiskie (Hon); 4. Robert Skidmore (Hon); 5. Scott Miller (Hon).

4-STRK: 1. Thomas Daniele (Rtx); 2. Steve Kanya (Yam); 3. Ray Malley Jr. (Yam); 4. Jay Millard (Hbg).

SR: 1. Thomas Glennor Jr. (Hon); 2. John Healy (Kaw); 3. Robert Skidmore (Hon); 4. Daniel Stiner (Yam); 5. Ron Edlin (Kaw).

S/SR: 1. Robert Skidmore (Hon); 2. Frank Wortmann (C-A); 3. Hank Wells (Hon); 4. C.mholtz (Yam).

ROOKIE: 1. Dave Kelly (Yam); 2. Kathy Bolen (Yam); 3. Matt Stephenson (Yam).

Majeski hot at Harrisburg ST

By Len Breech

HARRISBURG, PA, FEB. 19

Tom Majeski took home the lion's share of the $2000 purse with a win in the featured Eastern Harley-Davidson Dealers Association-sponsored 600 Pro/A main over Kevin Varnes and a close second to Bob Sweeten in the Senior final in the short track portion of the 15th Annual Coors Extra Gold Draft Motorama put on by Trail-Way Speedway at the State Farm Show Arena in Harrisburg. Georgie Price took the accident shortened 250cc A final easily over Chuck Buchanan and Mike Varnes. Shawn Mobley took a pair of easy wins in the 200 and 250cc Amateur classes, but the closest final of the night belonged to the 80s when Tom Skethway just edged Paul Allison at the line in lapped traffic.

Kevin Varnes grabbed the lead coming off the second turn from Rob Majeski, Tom Majeski, Craig Estelle and Mike Varnes, but as they completed the second lap, Tom had put his Diem's Cycle/Fisher's Cycle/McGrane Racing-sponsored Honda in front with Kevin in tow. While the front two stayed a few lengths apart, Eric Sassaman moved up to challenge Rob Majeski and Estelle for third in a tightly bunched pack that saw Rob Majeski coming out on top.

The Senior main class came to the line. After crashing out of the 600cc Pro/A final, Bob Sweeten jumped out into the Senior class main event lead with a vengence, followed by Tom Majeski, Tom Hannum and Robert Crabbe. While the lead duo pulled away, Crabbe put his 250cc Honda in third. On the sixth lap, Majeski took the lead in lapped traffic, but Sweeten returned the favor two laps later and held on to take the win.

Georgie Price put his T-Shirt etc./Pop Sweeten/Dorsey Builders/South Jersey Speed Shop/McGrane Racing/Bell Helmets-sponsored Yamaha into the lead at the start of the 250cc A final with Robert Crabbe, Chuck Buchanan and Mike Varnes. On the second lap, Varnes and Buchanan moved up to pressure Price for the lead. On the next lap, the red flag was out for a downed rider. Crabbe briefly took the lead on the restart, but Price quickly asserted his dominance, and started to pull away, while Buchanan, Crabbe, Kevin and Mike Varnes fought over second. With less than two laps remaining, the race was called when Crabbe fell in the first turn after breaking a radiator hose.

Closest final was the 80cc main as Tom Skethway took the lead from Joey Zydinsky, Paul Allison, Brody Miller and Will Russell. While Zydinsky faded back, Allison kept close, and gave Skethway a wake-up call with a outside line pass just past halfway. Skethway put his McGrane Racing/Diem's Cycles/Fisher's Cycles-sponsored Honda back into the lead on the next lap, but both stayed close because of lapped traffic. As they came off the final turn, they sandwiched a lapped rider in the dash for the flag, with Skethway taking the win by half a length.

Chad Hackman led Shawn Mobley, Chris Hathaway and John Winsett Jr. at the start of the 250cc B final, but Mobley took the lead before the end of the first lap. Hackman and Hathaway battled for second, but Hackman fell after a few laps, while Mobley started to pull away in lapped traffic.

Mobley wasted no time in the 200cc final, grabbing the lead from Tim Russell, Mike McKee and Chris Hathaway and pulling away to a straight margin. McKee took second at the start of the second lap, while Hathaway finally got by Russell after a race long battle over third.

Results

250 B: 1. Shawn Mobley (Hon); 2. Chris Hathaway (Hon); 3. John Winsett Jr. (Yam); 4. Bill McQueen (Suz); 5. Tom DuPont (Hon).

600 B: 1. Ted Trey (Yam); 2. Tony John (Yam).

80: 1. Tom Skethway (Hon); 2. Paul Allison (Hon); 3. Brody Miller (KTM); 4. Will Russell (Kaw); 5. Ben Miller (Yam).

200: 1. Shawn Mobley (Hon); 2. Mike McKee (Kaw); 3. Chris Hathaway (Hon); 4. Tim Russell (Suz); 5. Tom Skethway (Hon).

250 A: 1. Georgie Price (Yam); 2. Chuck Buchanan (Yam); 3. Mike Varnes (Yam); 4. Kevin Varnes (Suz); 5. Bob Sweeten (Kaw).

600 PRO & A: 1. Tom Majeski (Hon); 2. Kevin Varnes (Rtx); 3. Rob Majeski (Rtx); 4. Eric Sassaman (Hon); 5. Craig Estelle (H-D).

SR: 1. Bob Sweeten (Rtx); 2. Tom Majeski (Hon); 3. Robert Crabbe (Hon); 4. Robert Weiss (Rtx); 5. Clarence Bull (Yam).

Johnson jams at Carnegie MX

By Nuklear Neukam

LIVERMORE, CA, FEB. 21

Casey Johnson claimed the Intermediate class win at the third round of the AMA District 36 Nor/Cal Kawasaki Challenge at Carnegie Cycle Park State Vehicle Recreational Area.

Races were cut to one moto each when rain made the course a knee-deep mud bog.

Johnson roosted his KX125 into the lead off the start, while Jimmy Pierce and Bobby Martin wrestled over second. Marcus Sabado was making his CR500 bark as he worked his way up through the pack. By midmoto, Johnson had opened up a comfortable lead, but Sabado had advanced to second and was closing fast. With less than two laps remaining, Sabado was on Johnson's rear fender, searching for a way to make the pass. Just short of the white flag, however, Sabado slipped and let Johnson open up a small cushion. Johnson stayed out front for the win, while Sabado motored in for a well-earned second place. Pierce fought the unfavorable conditions to the end and secured third place, with Moore finishing fourth.

The Big Bore Novice class saw Honda XR-mounted Robert Stultz put his thumper out front and torque away to a commanding lead. Robert Scott took control of second place, and seemed content with the runner-up position. However, Stultz lapsed on the last lap and crashed after the white flag. Stultz crashed again and stalled his motor, which gave Scott the break he needed to score the win. Stultz salvaged second and third went to Andy Wood.

James Speyer survived a tough final lap in the 125cc Novice division to claim the win over Brian Barrington.

Barrington also placed second in the 250cc Novice class after a daring duel with winner Richard Quinones. Quinones kept the pressure on early race leader Casey Musik, who crashed a few laps from the checkered flag and eventually finished seventh. Chuck Riedmuller styled to third place.

Results

P/W MOD: 1. Robert Harold (Itj).

P/W STK: 1. Bobby Morillo (Yam).

UTH: 1. Steve Swisher (Yam); 2. Richard Quinones (Hon); 3. Greg Mashore (Hon); 4. Dan Fosgate (Yam).

VET EX: 1. Dale Hansen (Hon).

VET INT: 1. Steve Swisher (Yam); 2. Doug Johnson (Kaw).

VET NOV: 1. Ronald Basilio (Hon); 2. Cliff Bagat (Hon); 3. Scott Rabeneau (Yam); 4. Brad Huffer (Suz); 5. John Hartvickson (Hon).

60 MINI: 1. Robert Harold (Kaw); 2. Steve Phillpott (Kaw); 3. Kathy Pruitt (Kaw); 4. Thomas Wright (Kaw); 5. Tony Scarponi (Kaw).

80 NOV: 1. Ryan Freeman (Kaw); 2. Ryan McCarthy (Kaw); 3. Ulysses Pollard Jr. (Suz); 4. Tony Rabeneau (kaw); 5. Jess Waurzycyck (Hon).

125 NOV: 1. James Speyer (Kaw); 2. Brian Barrington (Suz); 3. Carl White (Hon); 4. Scott Silva (Kaw); 5. Dave Dunn (Kaw).

250 NOV: 1. Richard Quinones (Hon); 2. Brian Barrington (Suz); 3. Chuck Riedmuller (Suz); 4. Greg Quinones (Hon); 5. Todd Howielling (Yam).

OPEN NOV: 1. Robert Scott (Hon); 2. Robert Stultz (Hon); 3. Andy Wood (Hon); 4. Tim Collins (Hon); 5. Kurt Fanklauser (Kaw).

INT: 1. Casey Johnson (Kaw); 2. Marcus Sabado (Hon); 3. Jimmy Pierce (Kaw); 4. Bobby Martin (Yam).

Murphy stars at Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, FEB. 13

Buck Murphy relived the glory days of motocross at Woodland Motocross Park where he won the 250cc and the Plus-40 classes at the first round of the Vintage Dirt Northwest MX Series.

Seventy-seven riders were on hand from a four state radius, which included Washington, Oregon and California and as far away as Logan, Utah.

The track was to Doug Grant's liking in the first 250cc moto, and the Seattle area rider pushed to the front of the pack on his AJS, challenged only by Honda-mounted Dallas Nyblod. Murphy, though, gated last, and then threw a chain and charged to sixth, where he'd finish.

Up front, things got interesting between Grant and Nyblod. When the dust settled out of the final turn, Nyblod emerged the narrow winner. Randy Jungwirth and Penton rider Ted Bernert fought for third with Bernert finishing on top of that battle, Joe Casey netted fifth.

Moto two was much more interesting. Murphy got the lead at the drop of the gate and kept his Maico out front for the duration. Grant, not far behind, had his hands full with Nyblod but eventually shook off the Honda pilot and set out after Murphy. Grant caught Murphy but his advances fell a wheel short at the finish, but it was still good for the overall win, via 2-2 placings to best Nyblod (1-3), Murphy (6-1), Bernert (3-4) and Casey (4-5).

Grant came back two motos later to top both 40-Plus motos ahead of Bill Row, who piloted a 1969 CZ 360, and Robert Piercy.

With 18 riders on the line, the day's largest class was the Plus-30. Jungwirth was quickest off the line in the first moto, and behind him, places changed, with each lap. At one point, there was a five-way battle for the lead. Dave Eakin put his Honda into the lead on the last lap and held it to the finish ahead of Casey, Jungwirth, Rich Sipp, Bernert and Keith Webster.

Bernert moved past opening lap traffic in the second moto, and took advantage of some bad luck of several high-placing first-moto riders to score second overall with 5-1 moto finishes. However, Jungwirth scored the overall victory with 3-2 finishes. Trailing Jungwirth were Charlie Brown, Doug Eckelman, Dean Biddle, Gene Boere, Casey and moto-one winner Eakin.

Results

50+: 1. Al Padur (CZ); 2. Bob Allen (Hon); 3. George Eadie (CZ).

40+: 1. Doug Grant (AJS); 2. Bill Row (CZ); 3. Robert Piercy.

30+: 1. Randy Jungwirth (Hon); 2. Ted Bernert (Pen); 3. Joe Casey (Hon).

500: 1. Bill Row (CZ); 2. Dirk Murphy (CZ); 3. Dean Biddle (CZ).

250: 1. Doug Grant (AJS); 2. Dallas Nyblod (Hon); 3. Buck Murphy (Mai).

125: 1. Stan Capps (Hon); 2. Dallas Nyblod (Hon); 3. Jon Wiley (Yam).

PRE 70: 1. John Ulver (CZ); 2. Clay Light (CZ); 3. Ben Hall (Gre).

Beyor, Supry ace Frosty Ice Race

By Steve Kelley

WOLFEBORO, NH, FEB. 14

Hal Beyor blasted out of the pack in the Open Cycle class and never looked back to win his first event of the New Hampshire Championship Ice Racing Series on Wentworth Lake.

Steve Fitch threatened Beyor during the first lap of this five-lap race, but Beyor set a furious pace and continued to widen the gap for the remaining four laps. Fitch rode his Honda to second place, nearly half a lap behind Beyor. In close pursuit while holding down third was Gary Stas.

In the 250cc Open Cycle class, Brian Supry kept close company with Gary Stas a very close second, Burt Drouin in third, and Craig Boucher pressuring in fourth early in the race. Stas and Supry went tire to tire in the second turn, Stas on the inside, before Supry powered out in front on the straightaway, taking the inside track back on turn one of the second lap. Boucher muscled his way past Stas to finish the race in second place behind Supry. Stas finished third.

By the second race of the Open Street Cycle class, the sun had warmed the track surface enough to warrant closing the inside S-turns, and making the outside of turn two slushy, making for a very challenging race. John

Doug Grant (10W) pulled the holeshot in the 250cc class at the Woodland Vintage MX.

Auglise, aboard his 750 Kawasaki, led the first two laps of the race, until he over-corrected a slide in turn one and avoided a high-side by throttling into the inside wall. Although he managed to keep his bike on two wheels, Alan Boucher quickly seized the number one slot on his Yamaha SR500Y. After muscling out of the snow, Auglise caught up to Lionel Couture, who held second place, and passed him a lap later when another rider spun out in turn two, forcing Couture to the outside.

Results

0-250 2-STRK MOD: 1. Curt Friend (Hon); 2. Bert Drouin (Hon); 3. Jim Morse.

STREET OPEN: 1. Alan Boucher (Yam); 2. John Auglise (Kaw); 3. Lionel Couture (Yam).

250+ OPEN: 1. Bill Wilkes (Hon); 2. Bryan McKenna; 3. Tod Bryor (Kaw).

250+ NON-STUD OPEN: 1. Andres Marois (Suz); 2. Jimmy Morin (Hon).

0-250 OPEN: 1. Brian Supry (Hon); 2. Craig Boucher (C-A); 3. Gary Stas (Hon).

OPEN: 1. Hay Beyor (Kaw); 2. Steve Fitch (Hon); 3. Gary Stas (Kaw).

OPEN ENDURO: 1. Dana Johnson (Yam); 2. Chester Farrow (Yam); 3.Eric Wageling.

125 OPEN: 1. Bryan McKenna; 2. Dana Johnson (Yam); 3. Kevin Stad.

Cook crowned at SRAC banquet

By Shirley Short

COLORADO SPRINGS, CO, FEB. 6

Stacey Cook was honored as the rider of the year at the Sport Riders Association of America awards banquet, with over 700 people in attendance.

This was the 30-year-old Cook's final year of competition before retiring from motocross racing, and he went out with a bang by earning the number-one plate in the 250cc Pro Supercross class.

Trophies and plaques were presented to the top 10 riders in each class, and additional awards were also given. Doug Moyes and Ike Morgan, who run Aztec Raceway in Colorado Springs, were unanimously voted as the motocross promoters of the year, and Ed Despain and Matt Pratt of E&M Connections received the same honor in the supercross portion. The president's award went to retiring financial director Stan Heffner for his many years of service on the board of directors.

The SRAC presented Micheala Gonzalez and Jason Potthoff each with a $500 scholarship.

Sixteen-year-old Shawn Morgan walked away with three number-one plates, earning top honors in the 125 and 250cc Pro Motocross and 125cc Pro Supercross divisions.

Results

FINAL STANDINGS

MOTOCROSS

P/W NOV: 1. Mike Royer; 2. Chris Brauch; 3. Sam Hopper; 4. Miles White; 5. Timothy Velasquez.

MINI NOV: 1. Chales Silver; 2. Jason Hurtado; 3. Craig Fulmer; 4. Tyler Alexander; 5. Michael Papini.

125 NOV: 1. James Daniher; 2. Brian Bowers; 3. Mark Ranson; 4. Timothy Dopko; 5. Jason Potthoff.

250 NOV: 1. Mark Padilla; 2. Dusty Harris; 3. Adam Covelli; 4. Tom Kendrick; 5. Greg McCarty.

OPEN NOV: 1. Adam Covelli; 2. Erik Wall; 3. Vince Haney; 4. Greg McCarty; 5. Shawn Sandt.

VET NOV: 1. John Bertanlan; 2. Joe Siszewski; 3. Sam Hopper; 4. Joseph Martin; 5. Dale Evans.

SR NOV: 1. Roger Burnett; 2. Brent Bean; 3. Tom Robertson.

P/W AM: 1. Travis Riley; 2. Matt Whitmarsh; 3. Andrew Short; 4. Billy Dotson; 5. Adam Burris.

MINI AM: 1. Justin Reeg; 2. Troy Policky; 3. Eric Landis; 4. Brock Jeske; 5. Brett Hepp.

125 AM: 1. Greg Young; 2. Jason Hess; 3. Glenn Korn; 4. Casey Larson; 5. Trent Policky.

250 AM: 1. Duke Huffman; 2. David Blau; 3. Matthew Prescott; 4. Devin Lackey; 5. David Mills.

OPEN AM: 1. Devin Lackey; 2. Gray Lemay; 3. Jason Midyette; 4. Sean Souders; 5. Brad Lackey.

VET AM: 1. Dean Haight; 2. Rhon Martin; 3. Randall Moore; 4. John Gooden; 5. David Reichardt.

SR AM: 1. Bruce Mills; 2. Anthony Mamos; 3. Charles Johnston; 4. John Olmstead; 5. George Sturdevant.

MINI EX: 1. Micah Moyes; 2. Lane Swink; 3. Cory Pearman.

125 PRO: 1. Shawn Morgan; 2. Stacey Cook; 3. Andy Atkins; 4. Jared Carlson; 5. Mrk Flesia.

250 PRO: 1. Shawn Morgan; 2. Andy Atkins; 3. Stacey Cook; 4. Jared Carlson; 5. John Merwin.

OPEN PRO: 1. Derek Brown; 2. Robert Hanrahan; 3. Wayne Balliett; 4. Jeremy Middaugh; 5. Chuck Jensen.

VET PRO: 1. Robert Hanrahan; 2. Tom Allard; 3. Allen Smith; 4. Brent Smith; 5. David Danko.

SR EX: 1. Dan Greenwood; 2. Ed Perriton; 3. Vic Ziemer; 4. Byron Wolf; 5. Mel Keil.

S/SR: 1. John Malsam; 2. Charles Caston.

VINT: 1. Ron Crane: 2. Gary Jump; 3. Steve Elgard.

WMN: 1. Mollie Bourke; 2. Angie Riggs; 3. Susan Cheney: 4. Jayna Tyler; 5. Cynthia Bennett.

SUPERCROSS

P/W NOV: 1. Aaron Johnson; 2. Chris Brauch; 3. Sam Hopper; 4. Michael Brueckner; 5. Mike Royer.

MINI NOV: 1. Jason Malsam; 2. Ivan Tedesco; 3. Joe Moehring; 4. Alex Kuligowski; 5. Matt Kraichely.

125 NOV: 1. Troy Policky; 2. Patrick Holland; 3. Jason Church; 4. Rodney Brewster; 5. Jake Bartlett.

250 NOV: 1. Tom Kendrick; 2. Dusty Harris; 3. Adam Covelli; 4. Bill Harding; 5. Ben Ware.

OPEN NOV: 1. Troy Policky; 2. Jason Potthoff; 3. Adam Covelli; 4. Gary Ficken; 5. Tom Kendrick.

VET NOV: 1. Gary Ficken; 2. John Clifford; 3. Mike McGrew; 4. M. Scott Robidart; 5. Sam Hopper.

SR NOV: 1. Tom Robertson; 2. Robert Funk; 3. Brent Bean.

P/W AM: 1. Matt Whitmarsh; 2. Travis Riley; 3. Ivan Tedesco; 4. Andrew Short; 5. Kevin Johnson.

MINI AM: 1. Troy Poicky; 2. Isiah Johnson; 3. Justin Reeg; 4. Giovanni Tedesco; 5. Brett Hepp.

125 AM: 1. Trent Hansen; 2. Scott Dobry; 3. Denton Shaffer; 4. Trent Policky; 5. Leslie Desavedo.

250 AM: 1. Matthew McCarty; 2. Darrin Burkhart; 3. David Mills; 4. Jules Farmer; 5. David Blau.

OPEN AM: 1. Scott Dobry; 2. Trent Policky; 3. John Old; 4. Darrin Burkhart; 5. Devin Lackey.

VET AM: 1. Ian Christie; 2. Howie Short; 3. Dean Haight; 4. Mike Lundquist; 5. Christopher Michaels.

SR AM: 1. Geoffrey Ralson; 2. Anthony Mamos.

MINI EX: 1. Micah Moyes; 2. Lane Swink; 3. Ryan Clark.

125 PRO: 1. Shawn Morgan; 2. Paul Lindsey; 3. Jared Carlson; 4. Stacey Cook; 5. Jeremy Middaugh.

250 PRO: 1. Stacey Cook; 2. Jeremy Middaugh; 3. Shaun Secrest; 4. Keith Campbell; 5. Wayn Balliett.

OPEN PRO: 1. Keith Campbell; 2. Stacey Cook; 3. Andy Atkins; 4. Jared Carlson; 5. John Merwin.

VET PRO: 1. Robert Hanrahan; 2. Allen Smith; 3. David Clabaugh; 4. David Danko; 5. Brian Sharp.

SR EX: 1. Michael Marshall; 2.Ed Perriton; 3. Bryon Wolf.

S/SR: 1. John Malsam.

WMN: 1. Mollie Bourke.

Moore honored at Oklahoma trials banquet

By R.D. Allman

TULSA, OK, FEB. 16

The Northeastern Oklahoma Trials Association hosted their annual awards banquet at the Old Country Inn, and Shan Moore topped the Championship class.

Moore was up against some stiff competition, as former 125cc National MX Champion Guy Cooper placed fifth in the division.

The banquet was well-attended by trials enthusiasts from all over the state. Steering committee member Larry Garrison was the main speaker, and thanked series sponsors K&N Motorcycles, Farr Suzuki, Dick Lane Yamaha and Yamaha of Oklahoma for support through the 12-event season.

The series rounds were held in various parts of the state, with competitors being scored on their best eight of 12 rides. Two of the state events paid Central Regional Trials Association points, as NEOTT joined forces with CRTA. CN

Results

CHAMP: 1. Shan Moore (G-G); 2. Jim Westcott (Apr); 3. Rick Stiger (Yam); 4. Paul Bolen (Fan); 5. Guy Cooper (G-G).

EX: 1. Bryan Bird (Fan); 2. David Meyers (Apr); 3. Mark Nave (Apr); 4. Ron Lee (Apr); 5. Clint Perry (Apr).

SR EX: 1. Rich Allman (Yam); 2. David Bolen (Bet); 3. Larry Garrison (Yam); 4. Jerry Ward (Yam).

AM: 1. Don Grace (G-G); 2. Paul Schwegler (Apr); 3. Gary Price (Mon); 4. Robert Shaw (Bet); 5. Randy Cooper (Yam).

INT: 1. Matt Moore (G-G).

SR: Tommy Moore (Fan).

NOV: 1. Mike Ferris (Bul); 2. Joe Stephenson (Yam); 3. Doug Baucom (Apr); 4. David Umholtz (Yam).

ROOKIE: 1. Dave Kelly (Yam); 2. Kathy Bolen (Yam); 3. Matt Stephenson (Yam).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/28	Eastern Creek, Australia
4/4	Shah Alam, Malaysia
4/18	Suzuka, Japan
5/2	Jerez, Spain
5/16	Salzburgring, Austria
5/30	TBA
6/13	Hockenheim, Germany
6/26	Assen, Holland
7/18	Mugello, Italy
8/1	Donington, England
8/15	TBA
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

World C'ship Superbike Road Race Series

4/9	Brands Hatch, England
5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	Misano, Italy
7/11	Zeltweg, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

4/4	Bra, Italy
4/18	Mons, Belgium
5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

3/14	Castigilione, Italy
3/28	Jerëz, Spain
4/4	Valkenswaard, Netherlands
4/18	Payerne, Switzerland
4/25	Beaucaire, France
5/9	Sun City, South Africa
5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

Info 614/891-2425

World C'ship 500cc MX Series

4/4	Hawkstone Park, England
5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria

International Six Days Enduro

10/11-16	Assen, Holland

World C'ship Endurance Road Race Series

4/17-18	Le Mans, France
5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

4/18	Ettelbruck, Luxemburg
4/25	Bilstein, Belgium
5/23	Gefreen, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Vielia, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

3/6	Daytona Beach, FL ST
4/25	San Jose, CA M
5/1	Sacramento, CA M
5/8	Pomona, CA HM
5/30	Springfield. IL M
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City,SD HM
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

3/5	Daytona Beach, FL ST
5/22	Castle Rock, WA TT
6/13	Peoria, IL TT
7/24	Oxford, ME ST
9/11	Bellingham, WA ST

Info 61/891-2425

AMA Regional C'ship Dirt Track Series

3/4	Daytona Beach, FL ST
5/22	Norwalk, OH HM
5/23	Springfield, OH HM
5/29	Springfield, IL M
5/31	York, PA HM
6/12	Dayton, OH HM
6/25	Orrville, OH HM
7/4	Frederick, MD HM
8/27	Greenville, OH HM
9/17	Castle Rock, WA TT

Info 614/891-2425

AMA Camel Supercross Series

3/6	Daytona Beach, FL
3/27	Irving, TX
4/3	Charlotte, NC
4/17-18	Pontiac, MI
4/24	Indianapolis, IN
5/15	Los Angeles, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

2/28	Gainesville, FL
5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delment, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/3-7	Daytona Beach, FL
4/17-18	Monterey, CA
5/1-2	Charlotte, NC
6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainard, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l Arenacross Series

2/26-28	Denver, CO

Info 817/834-2298

AMA Nat'l C'ship Hare Scrambles Series

3/21	Cadiz, KY
3/28	Hurricane Mills, TN
4/4	Redding, CA
7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Flat River, MO
11/7	Wickenburg, AZ

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/18	Wellston, OH
5/2	Navarro, CA
5/23	Perkinston, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l Reliability Trials Series

4/22-25	Tulsa, OK
5/9	Stanhope, NJ
5/30	McArthur, OH
6/5-6	Boise, ID
6/11-13	Bellingham, WA
6/26-27	McMinnville, OR

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

2/28	St. George, UT
3/21	Murphy, ID
4/18	Jericho, UT
5/15	Wells, NV
9/12	Wendover, NV
10/24	Lucerne Valley, CA

Info 614/891-2425

AMA Wiseco/Yamaha/ Yokohama Nat'l Cross Country Series

3/2	Ocala, FL
3/14	Greeneville, TN
3/28	Hurricane Mills, TN
4/18	Sharpsburg, MD
5/2	Boyers, PA
5/16	Brownsville, PA
6/6	Millfield, OH
6/20	Davis, WV
8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA

Info 304/594-1157

AMA Mid-South C'ship Winter Hare Scrambles Series

2/28	Bremen, GA
4/4	Centerville, TN
4/25	Greeneville, TN

Info 615/331-1475

AMA Southeastern Regional MX C'ship Mega Series

3/7	Blountville, TN
3/21	Blountville, TN
4/11	Kingport, TN
4/18	Blountville, TN
5/2	Macon, GA
5/16	Wytheville, VA
5/22-23	Blountville, TN
6/6	Kingsport, TN
6/13	Blountville, TN
7/4	Axton, VA
7/10-11	Blountville, TN
7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

2/25-28	SF SE Daytona, FL
3/1-7	Daytona, FL
3/1-7	SW Las Vegas, NV
4/10-11	SE MA Faulkville, GA
4/10-11	SC Topeka, KS
4/10-11	GL Grattan, MI
4/17-18	Leguna Seca, CA
4/17-18	MW GL Elkhart Lake, WI
4/24-25	SF W. Palm Beach, FL
4/24-25	NE Loudon, NH
4/24-25	SW Phoenix, AZ
5/1-2	Charlotte, NC
5/1-2	MA AHRMA Summit Point, WV
5/8-9	SF SE Talladega, AL
5/8-9	MW GL Beloit, IL
5/8-9	NE Loudon, NH
5/8-9	SC Talladega, AL
5/15-16	SW AHRMA Phoenix, AZ
5/22-23	MW GL Brainerd, MN
5/29-30	SF W. Palm Beach, FL
5/29-30	SE Faulkville, GA

advertisement

NEWS RELEASE

A group of former employees of ATK Motorcycles, Incorporated and its former owner announce that their new company name is AMERICAN DIRT BIKES, INCORPORATED

American Dirt Bikes, Incorporated will be producing *Rotax* powered 4 Stroke and 2 Stroke dirt bikes with: *White Power Suspension*

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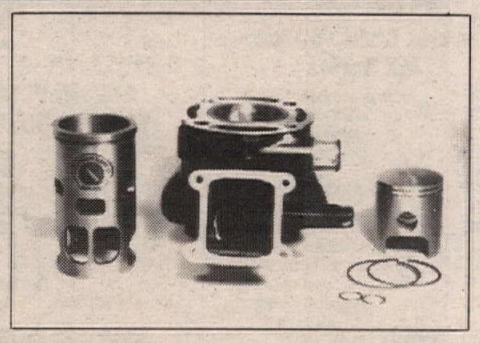

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Vintage Dirt Track Racers Association
Show Swap Race
Vintage Antique Motorcycle Show - Swap Meet
9:00 a.m. - 4:00 p.m.
Creek County Fairgrounds
15 miles West of Tulsa, OK
Info: (918) 445-0671 Race Sign In 4:00 p.m.

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CALENDAR

5/29-30	NE Bridgehampton, NY
6/5-6	MW Beloit, IL
6/5-6	SW Las Vegas, NV
6/5-6	SC Topeka, KS
6/12-13	Elkhart Lake, WI
6/12-13	MA Summit Point, WV
6/12-13	MW GL Grattan, MI
6/12-13	NE Loudon, NH
6/19-20	Loudon, NH
6/19-20	SW Phoenix, AZ
6/26-27	SF SE AHRMA Braselton, GA
7/3-4	GL Grattan, MI
7/3-4	NE Bridgehampton, NY
7/3-4	SC Topeka, KS
7/10-11	SF W. Palm Beach, FL
7/17-18	Braselton, GA
7/17-18	MA Summit Point, WV
7/17-18	NE Loudon, NH
7/24-25	MW GL AHRMA Beloit, IL
7/31-8/1	Brainerd, MN
7/31-8/1	SF SE Faulkville, GA
7/31-8/1	NE Bridgehampton, NY
8/7-8	Lexington, OH
8/14-15	SF W. Palm Beach, FL
8/21-22	MW AHRMA Beloit, IL
8/28-29	Sears Point, CA
8/28-29	SF SE Talladega, AL
8/28-29	GL AHRMA Grattan, MI
8/28-29	NE Loudon, NH
9/4-5	SF SE Faulkville, GA
9/4-5	NE Bridgehampton, NY
9/4-5	SW Las Vegas, NV
9/11-12	MA Summit Point, WV
9/11-12	MW Beloit, IL
9/18-19	SF W. Palm Beach, CA
9/18-19	SE MA Braselton, GA
9/18-19	NE Loudon, NH
9/18-19	SW Phoenix, AZ
9/25-26	MW GL Grattan, MI
10/9-10	Pomona, CA
10/9-10	NE Loudon, NH
10/9-10	SW Phoenix, AZ
10/17	SF W. Palm Beach, CA
10/17	SC Topeka, KS
10/21-24	Daytona Beach, FL
12/12	SF W. Palm Beach, FL

Info 704/684-4297

WERA Pro Road Race Series *

3/19-21	West Palm Beach, FL
5/14-16	Braselton, GA
6/4-6	Kent, WA
7/10-11	Rosamond, CA
7/23-25	Clermont, IN
8/13-15	Pocono, PA
10/28-31	Braselton, GA

* Tentative
Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

4/3-4	Summit Point, WV
4/24-25	Rockingham, NC
5/1-2	Garrettsville, OH
5/22-23	Summit Point, WV
6/5-6	Garrettsville, OH
6/19-20	Long Pond, PA
7/31-8/1	Rockingham, NC
8/7-8	Summit Point, WV
8/13-15	Long Pond, PA
9/4-5	Garrettsville, OH
10/2-3	Garrettsville, OH
10/9-10	Summit Point, WV

Southeast Region

3/13-14	Faulkville, GA
3/27-28	Talladega, AL
4/24-25	Rockingham, NC
5/8-9	Faulkville, GA
6/5-6	Talladega, AL
7/3-4	Talladega, AL
7/17-18	Faulkville, GA
7/31-8/1	Rockingham, NC
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/18-19	Faulkville, GA
10/2-3	Talladega, AL
10/15-17	Faulkville, GA

Mid-Central Region

3/27-28	Talladega, AL
4/17-18	Mt. Meridan, IN
5/22-23	Hallett, OK
6/19-20	Hallett, OK
7/10-11	Mt. Meridan, IN
7/31-8/1	E. St. Louis, IL
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/4-5	E. St. Louis, IL
9/18-19	Hallett, OK
10/2-3	Talladega, AL
10/16-17	Hallett, OK

North Central Region

4/3-4	Clermont, IN
4/17-18	Mt. Meridan, IN
5/8-9	Grattan, MI
5/22-23	Mt. Meridan, IN
6/26-27	Grattan, MI
7/10-11	Mt. Meridan, IN
7/31-8/1	E.St. Louis, IL
8/13-15	Long Pond, PA
9/4-5	E. St. Louis, IL
9/11-12	Grattan, MI
9/25-26	S. Beloit, IL
10/2-3	Garrettsville, OH

South Central Region

3/14	Henderson, TX
4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/13-15	Long Pond, PA
8/21-22	Hallett, OK
8/27-29	Millington, TN
9/11-12	College Station, TX
10/16-17	Henderson, TX

WERA Grand Nat'l Final

10/27-31	Braselton, GA

Info 803/681-9372

WERA Nat'l Endurance Series

3/20	W. Palm Beach, FL
3/27	Talladega, AL
5/15	Braselton, GA
5/22	Mt. Meridan, IN
6/5	Kent, WA
6/26	Grattan, MI
7/3-4	Garrettsville, OH
7/24	Clermont, IN
8/28	Millington, TN
9/11	College Station, TX
10/16	Faulkville, GA
10/20	Braselton, GA

WERA Nat'l Vintage Series

3/13	Faulkville, GA
4/3	Summit Point, WV
4/18	College Station, TX
5/2	Henderson, TX
5/8	Grattan, MI
5/8	Faulkville, GA
5/22	Summit Point, WV
5/23	Hallett, OK
6/5	Garrettsville, OH
6/19	Long Pond, PA
6/27	Henderon, TX
7/3	Talladega, AL
7/10	Mt. Meridan, IN
7/17	Faulkville, GA
7/25	College Station, TX
7/31	Rockingham, NC
8/7	Summit Point, WV
9/4	Garrettsville, OH
9/4	E. St. Louis, IL
9/12	College Station, TX
9/25	S. Beloit, IL
10/9	Summit Point, WV
10/28	Final Braselton, GA

AHRMA Historic Cup Series

2/26	Faulkville, GA
3/1	Daytona Beach, FL
4/10	Topeka, KS
4/17-18	Las Vegas, NV
5/1	Summit Point, WV
5/15	Phoeniz, AZ
6/12	Seattle, WA
6/26	Atlanta, GA
7/3-4	London, NH
7/24	Beloit, IL
8/28	Grattan, MI
9/18	Steamboat Springs, CO
10/9-10	Talladega, AL

Info 715/842-9699

BMW Classic Cup Series

3/1	Daytona Beach, FL
7/3-4	London, NH
8/28	Grattan, MI
9/18	Steamboat Springs, CO

Info 715/842-9699

Vintage Iron Nat'l MX Series

2/27	Ocala, FL
3/27	Bremen, GA
4/24	Millville, MN
5/1-2	Tyler, TX
5/22	Budds Creek, MD
6/5	Hurricane Hills, PA
6/12	Blountville, TN
6/27	Eugene, OR
7/17	Linnville, OH
8/7	Southwick, MA
8/28-29	Colmesniel, TX
9/17	Stemboat Springs, CO
9/25	Buchanan, MI
10/16-17	Hollister, CA

Info 715/842-9699

AHRMA Northeast MX Series

4/4	Diamondback, NY
4/25	Claverack, NY
5/22	Budds Creek, MD
6/5-6	Hurricane Hills, PA
7/10	Thunder Ridge, NY
7/25	Sleepy Hollow, PA
8/7	Southwick, MA
9/5	Raceway Park, NJ
9/26	Southwick, MA
10/3	Raceway Park, NJ

Info 201/767-9654

AHRMA Midwest MX Series

4/24	Millville, MN
5/16	Casey, IL
6/6	Denmark, WI
7/11	Aztalan, WI
7/17	Linnville, OH
8/15	Antioch, IL
9/25	Buchanan, MI
10/9	Aztalan, WI

Info 414/684-4331

Classic Bike Magazine Dirt Track Series

2/28	Daytona Beach, FL
3/4	Volusia, FL
4/18	Holiday Downs, GA
5/15	Polo, IL
7/17	Linnville, OH
8/11	Sturgis, SD
8/21	Lake Odessa, MI
9/15	Steamboat Springs, CO
10/2-3	Weedsport, NY
10/9-10	Dallas, TX

British Bike Magazine Trials Series

3/3	Ocala, FL
3/27	Bremen, GA
8/7	Toronto, OH
9/11-12	Beaumont, KS
9/16	Steamboat Springs, CO
10/10	White City, IL
10/23	Newnan, GA

Vintage Dirt Track Racers Assn. Series

4/4	ST Kellyville, OK
5/30-31	TT Kanopolis Lake, KS
6/12-13	ST Wichita KS
6/19-20	ST Sioux Falls, SD
6/26	HM Howard Lake, MN
7/10-11	HM Sturgis, SD
8/1	HM Oklahoma City, OK
8/2-3	HM Wakeeney, KS
8/7	HM Hutchinson, KS
8/9-10	HM Stockton, KS
9/3	HM Davenport, IA

Info 918/445-0671

AHRMA Mid-Atlantic Vintage Trials Series

3/21	Union Bridge, MD
4/17	Warrensville, PA
5/15-16	Toronto, OH
5/30	Farrandsville, PA
7/18	Mainesburg, PA
8/7	Toronto, OH
10/10	Toughkenamon, PA

Info 715/842-9699

NMA World Mini GP

4/16-18	Las Vegas, NV

Info 310/868-8112

NMA Grand Nat'l MX C'ship

8/3-7	Ponca City, OK

Info 310/868-8112

SETRA C'ship Enduro Series

2/28	Pelion, SC
3/28	Lenoir, NC
5/2	Olustee, FL
5/30	Richloam, FL

SETRA C'ship Hare Scrambles Series

3/14	Maxeys, GA
4/4	Maxeys, GA
5/1	Charlotte, NC
5/23	Maxeys, GA

IDBA Nat'l C'ship Drag Race Series

4/17-18	Bowling Green, KY
5/22-23	Bristol, TN
6/19-20	Leicester, NY
7/17-18	Columbus, OH
8/7-8	Norwalk, OH
8/28-29	Ennis, TX
10/22-24	Memphis, TN

Info 205/849-7886

AMRA All Harley Drag Series

4/2-4	College Station, TX
4/24-25	Macon, GA
5/22-23	Memphis, TN
6/6	Nashville, TN
6/12-13	Union Grove, WI
6/26-27	Denver, CO
7/3-4	Hunbolt, IA
7/17-18	Clarksville, TN
7/31-8/1	Farmington, NC
8/14	Mesick, MI
8/21-22	Fairmont, IL
8/29	Benton, MO
9/5	Avilla, IN
9/18-19	Morocco, IN
10/2-3	Bowling Green, KY

Info 708/250-0838

NMRA Drag Racing Series

3/7	Palmdale, CA
4/3-4	Wittman, AZ
5/8	Sacramento, CA
6/5-6	Sonoma, CA
7/17	Palmdale, CA
8/14	Bakersfield, CA
9/18	Las Vegas, NV
11/20	Palmdale, CA

Info 805/944-5454

MSA Winter Short Track Series

2/26-27	Ardmore, OK
2/26-28	Columbia, MO
3/5-6	Hope, AR
3/12-13	Tulsa, OK

Info 1-800-544-8714

SERA Enduro Series

2/28	Bear Creek, AR
3/14	Fort Polk, LA
3/28	Forest Hill, LA
4/25	Hattiesburg, MS
5/2	Saucier, MS
5/23	Wiggins, MS
7/11	Meridan, MS
7/25	Goodman, MS
8/8	Breezy Hill, LA

8/22	Lake Nimrod, AR
9/19	Gatesville, MS
10/3	Jemison, AL
11/7	Maplesville, AL

SERA Hare Scramble Series

4/24	Hattiesburg, MS
5/22	Wiggins, MS
6/27	Maplesville, AL
9/5	Clanton, AL
10/17	Tupelo, MS
TBA	Coushata, LA
TBA	Jonesboro, LA

FMC Motocross Series

3/6	Daytona Beach, FL
3/7	Ocala, FL
3/14	Reddick, FL
3/21	Dade City, FL
4/3	Hardeeville, SC
4/11	Reddick, FL
4/18	Orlando, FL
4/25	Ocala, FL
5/1	Hardeeville, SC
5/9	Reddick, FL
5/16	Orlando, FL
5/23	Ocala, FL
5/30	Dade City, FL
6/6	Orlando, FL
6/13	Reddick, FL
7/3	Hardeeville, SC
7/11	Reddick, FL
7/17	Dade City, FL
7/25	Ocala, FL
8/1	Orlando, FL
8/22	Ocala, FL
8/28	Dade City, FL
9/5	Ocala, FL
9/12	Reddick, FL

Info 904/721-7520

LISC Motocross Series

2/27	Bridgehampton, NY
3/13	Bridgehampton, NY
3/27	Bridgehampton, NY
4/17	Bridgehampton, NY
5/15	Bridgehampton, NY
9/18	Bridgehampton, NY
10/9	Bridgehampton, NY
10/23	Bridgehampton, NY
11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

CRA Spring Hare Scramble Series

4/4	Salem, OH
4/18	Amherst, OH
4/25	Mansfield, OH
5/9	Uhrichville, OH

Info 216/729-4093

CRA Spring MX Series

4/4	Malvern, OH
4/24	Linnesville, PA
5/2	Salem, OH
5/9	Ravenna, OH
5/16	Amherst, OH

Info 216/636-5505

CRA Vintage MX Series

4/4	Malvern, OH
5/2	Salem, OH
6/27	New Philadelphia, OH
7/31	Linnesville, PA
TBA	Medina, OH
9/12	Ravenna, OH
10/17	Amherst, OH

Info 216/636-5505

CRA Fall MX Series

9/12	Ravenna, OH
9/19	Salem, OH
9/25	Linnesville, OH
10/17	Amherst, OH
10/24	Malvern, OH

Info 216/636-5505

CRA C'ship Road Race Series

5/8-9	Brainerd, MN
6/19-20	Brainerd, MN
7/17-18	Brainerd, MN
9/18-19	Brainerd, MN

Info 612/332-4070

AMA Hot Summer Nights Series

5/8	Knoxville, TN
6/5	Knoxville, TN
6/19	Knoxville, TN
7/3	Knoxville, TN
7/17	Knoxville, TN
8/7	Knoxville, TN
8/21	Knoxville, TN
9/4	Knoxville, TN

Info 615/573-5425

Black-Jack Enduro Circuit

2/28	Kirby, AR
3/14	Ft. Polk, LA
3/28	Cass, AR
4/24-25	Tulsa, OK
5/9	Chadwick, MO
5/23	Flat River, MO
6/13	Bunch, OK
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Foursche Junction, AR
9/5	Gainesville, TX
9/19	Stillwater, OK
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 316/342-4436

OMRRA Road Race Series

4/17-18	Portland, OR
5/22-23	Portland, OR
7/18	Portland, OR
8/7-8	Portland, OR
9/25-26	Portland, OR
10/17	Portland, OR

Info 503/221-1487

Canadian Supercross Series

5/1	Toronto, Ontario
8/21	Montreal, Quebec

Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series

5/9	Kelowna, B.C., CAN
5/30	Kamloops, B.C., CAN
6/20	Ashcroft, B.C., CAN
7/4	Calgary, Alta, CAN
8/1	Racehorse Creek, Alta, CAN
8/15	Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29	Drayton, Ont., CAN
9/12	Lethbridge, Alsa, CAN
9/26	Base Borden, Ont., CAN
10/3	Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19	Bobcaygeon, Ont., CAN
10/24	Primrose, Ont., CAN

Info 416/522-5705

International Old Timers MX Association Series

4/17-18	Boise, ID
5/1-2	Marysville, CA
5/29-30	Richland, WA
6/5-6	Edmonston, Al, CAN
6/19-20	Mammoth Mountain, CA
7/3-4	Mission, B.C., CAN
7/31-8/1	TBA, OR
8/14-15	Rock Springs, WY
9/4-5	Fernley, NV
9/11-12	Huron, CA

Info 209/688-3949

USBA Road Race Series

5/1-2	Salt Lake City, UT
5/22-23	Salt Lake City, UT
6/19-20	Salt Lake City, UT
7/11	Salt Lake City, UT
7/25	Salt lake City, UT
8/15	Salt Lake City, UT
8/22	Salt Lake City, UT
9/11-12	Salt Lake City, UT
9/25-26	Salt Lake City, UT

Info 801/535-4625

Golden Crown of Baja Off Road Desert Race Series

3/26-28	G.C. de San Luis Rio Puerto Penasco, Sonora, MEX
5/14-16	Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27	Gran Carrera de Mexicali Mexican, B.C., MEX
7/23-25	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/17-19	G.C. de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

2/27	Mexicali Gran Prix Mexicali, B.C., MEX
5/1	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12	Tecate Gran Prix Tecate, B.C., MEX
8/14	Ensenada Gran Prix Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco Sonora, MEX
11/20	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

High Plains Enduro Circuit

3/21	San Angelo, TX
4/4	Turkey, TX

Info 806/795-1218

Texas C'ship Hare Scrambles Series

2/28	High Grove, TX
3/14	Floresville, TX
3/28	Bastrop, TX
4/18	String Prairie, TX

Info 713/933-0900

CMRA Road Race Series

3/13-14	Henderson, TX
4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/21-22	Hallett, OK
9/11-12	College Station, TX
10/16-17	Henderson, TX

Info 713/342-9032

Texas Cross Country Assn. Series

3/7	Weatherford, TX
3/21	Waco, TX
4/4	Jacksonville, TX
4/18	Lake Whitney, TX
5/2	Montague, TX
5/16	Gholson, TX
5/30	Lake Whitney, TX
6/13	St. Joe, TX
6/27	Muenster, TX
8/29	Terrell, TX
9/12	High Grove, TX
9/26	Montague, TX
10/10	Decatur, TX
10/24	Euless, TX

Info 817/346-1132

Oklahoma Cross Country Assn. Series

3/14	Stillwater, OK
4/4	Oklahoma City, OK
4/18	Oklahoma City, OK
5/2	Bunch, OK
5/16	Elk City, OK
6/6	Ardmore, OK
6/27	Pooleville, OK
8/29	Pooleville, OK
9/12	Ardmore, OK
9/26	Oklahoma City, OK
10/10	Stillwater, OK
10/24	Braggs, OK
11/7	Oklahoma City, OK

Info 405/386-6088

WSMC/Willow Springs Road Race Series

3/20-21	Rosamond, CA
4/17-18	Rosamond, CA
5/15-16	Rosamond, CA
6/19-20	Rosamond, CA
7/17-18	Rosamond, CA
8/14-15	Rosamond, CA
9/18-19	Rosamond, CA
10/16-17	Rosamond, CA
11/20-21	Rosamond, CA
12/18-19	Rosamond, CA

Info 805/256-1234

MTEG Stadium Off-Road Series

3/20	Seattle, WA
5/1	Tempe, AZ
5/22	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

Info 714/938-4100

ATA C'ship Observed Trials Series

3/14	San Gabriel Canyon, CA
4/17-18	Lucerne Valley, CA
5/9	McCain Valley, CA
5/30	Littlerock Canyon, CA
6/12-13	Big Bear, CA
9/12	Cactus Flat, CA
10/10	Corral Canyon, CA
10/31	Lucerne Valley, CA
11/28	Lucerne Valley, CA

Info 213/259-6631

Southeastern Trials Riders Assn. Series

3/27-28	Bremen, GA
4/24-25	Crossville, TN
5/15-16	Fairview, NC
6/12-13	Carrolton, KY
7/17-18	Chattanooga, TN
8/21-22	Livingston, KY
9/11-12	Soddy Daisy, TN
9/25-26	Griffin, GA
10/23-24	Newman, GA
11/13-14	Belvedere, TN

Info 615/842-8288

GFI Winter Series

North-South Showdown

2/28	Hanford, CA
3/7	Perris, CA

Info 909/371-3434

GFI/MTEG/AMA Amateur SX Series

5/16	Los Angeles, CA
6/13	Las Vegas, NV

AFM Road Race Series

4/3-4	Sonoma, CA
5/8-9	Sonoma, CA
5/29-30	Sonoma, CA
7/10-11	Sonoma, CA
8/7-8	Sonoma, CA
9/4-5	Sonoma, CA
9/25-26	Sonoma, CA
10/10	Sonoma, CA

Info 510/537-8208

AMRRA Mini Road Race Series

3/7	Riverside, CA
5/2	Riverside, CA
6/6	Rosamond, CA
7/2-4	World C'ship Riverside, CA

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60 JR. CYCLE MOD. 6-11
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80 MINICYCLE STK. 12-13
80 MINICYCLE MOD. 12-13
80 MINICYCLE STK. 14-16
80 MINICYCLE MOD. 14-16
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Sun., Mar. 14	Spwy Prac. & Race	9:00 A.M.
Sat., Mar. 20	Sand Drags	6:30 A.M.
Sat., Mar. 27	Mt. Bike Race & Open Prac.	9:00 A.M.
Sun., Mar. 28	Double Cross GP & Open Prac.	6:30 A.M.
Sun., Mar. 28	Spdwy Prac. & Race	9:00 A.M.
Sun., Apr. 4	Open Practice	9:00 A.M.
Sun., Apr. 11	OHR Dealer MX Series & Open Practice	6:30 A.M.
Sat., Apr. 17	Sand Drags	6:30 A.M.

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March 20/21	Sat./Sun.	Oldtimers MX
March 28	Sunday	CRC MX

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Sat., Mar. 13	GFI Super Saturday Morning MX	Perris
Sat., Mar. 20	GFI Super Saturday Morning MX	Perris
Sat., Mar. 27	GFI Super Saturday Morning MX	Perris

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April 18 Carlsbad
May 23 Glen Helen
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Old Timers MX Association Race Schedule
Sun., Mar. 7 — Glen Helen GP CRC
Sat., Mar. 13 — Perris MX GFI
Sat./Sun. Mar.20-21 — OT, MX Winter Nat'l LA County Raceway
For Information Call (714) 633-9503

CALENDAR

8/8	Rosamond, CA
8/20-22	Can-Am Challenge Batavia, NY
10/3	Rosamond, CA
11/7	Riverside, CA
12/4-5	Riverside, CA

Info 310/516-8666.

Nor Cal YSR C'ship Series

3/21	Sacramento, CA
4/25	Sacramento, CA
5/16	Sacramento, CA
6/20	Sacramento, CA
7/25	Sacramento, CA
8/22	Sacramento, CA
9/19	Sacramento, CA
10/17	Sacramento, CA
11/17	Sacramento, CA

Info 916/485-9200

CMRRA YSR Road Race Series

3/14	Palomar, CA
4/11	Palomar, CA
5/16	Palomar, CA
6/6	Bakersfield, CA
6/13	Palomar, CA
7/3-4	Palomar, CA
8/6-8	Reno, NV
9/4-5	Palomar, CA
10/10	Palomar, CA
10/24	Bakersfield, CA
11/14	Palomar, CA
12/4-5	Palomar, CA

Info 714/891-0187

MARCH

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

APRIL

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

• Denotes Pro Payback

March 2

FLORIDA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama Nat'l Cross Country Series. Ocala Motorsports,Ocala. Info 904/591-3265.
FLORIDA SHORT TRACK
KC Promotions. Putnam County Raceway, Palatka. Info 203/868-0181.

March 3-4

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/884-5561 or 441-3139.

March 5

MARYLAND MOTOCROSS
• US Hot Rod Assn. Cycle Wars. Baltimore Arena, Baltimore. Info 708/963-4810.

March 5-6

ARKANSAS SHORT TRACK
• Motor Sports of America. Fair Park Coliseum, Hope. Info 1-800-544-8714.

March 6

ARIZONA MOTOCROSS
• CMC. Desert Classic Round #6. Thrasherland, Phoenix. Info 602/863-1028.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA TRIALS
AMA/Sacramento PITS. Mammoth Bat, Auburn. Info 916/967-0262.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA Spring Series. Orlando MX Park, Orlando. Info 407/568-2271.
IDAHO SHORT TRACK
• Owyhee M.C. Caldwell Fair Building, Caldwell. Info 208/384-5512.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

March 6-7

CALIFORNIA TRIAL
AMA/PITS. Mammoth Bar OHV area, Auburn. Info 209/293-4763.

March 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA GRAND PRIX
• CRC. Magic Mountain GP. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA GRAND PRIX
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA ENDURO
AMA/D-37. 23rd Annual Coyote Derby. Chaparrals MC. Teagle Wash, Red Mountain. Info 714/528-3007.
CALIFORNIA MOTOCROSS
Nor/Cal Series Round 5. Boss MX. Argyll Park, Dixon. Info 510/623-9871.
CALIFORNIA MOTOCROSS
• GFI North-South Showdown. Perris Raceway, Perris. Info 909/371-3434.
CALIFORNIA SUPERCROSS
• AMA/GFI/MTEG Amateur Supercross Series. San Diego. Info 909/371-3434.
CALIFORNIA MINI ROAD RACE
AMRRA Series. Adams Kart Track, Riverside. Info 310/516-8666.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA DUAL SPORT
Slo City Cycles. Pozo Saloon, San Luis Obispo. Info 805/541-1741 or 544-8041.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Redneck Roosters. Carnegie SVRA, Tracy. Info 510/757-2372.
CALIFORNIA SMOOTH TRACK TT/MOTOCROSS
AMA/D-36/Chicken Ranch Racing Enterprises/Boss Motocross. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
• Coors Light Series. L.A. County Raceway, Palmdale. Info 805/944-5454.
CALIFORNIA MOTOCROSS
CMC. U.S. Amateur Nat'ls. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
COLORADO MOTOCROSS
• SRAC/M&M. Aztec Raceway, Colorado Springs. Info 719/282-9316 or 303/933-7722.
FLORIDA MOTOCROSS
FMC Series. Florida Motorsports Complex, Ocala. Info 904/353-8800.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or623-6038.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
IDAHO DESERT RACE
AMA/SIDRA. Team Race. Black Derby Racing ,Inc. Grandview. Info 208/384-5927.
INDIANA HARE SCRAMBLE
Haspin Acres Rec. Motor Park, Laurel. Info 513/874-8400.
KANSAS MOTOCROSS
• KORR C'ship Series. Sprockets II. Rose Hill. Info 316/636-5113.
KANSAS MOTOCROSS
KMSA/Midwest MX. Great Bend Recreation Area, Great Bend. Info 913/842-8272.
MINNESOTA SWAP MEET
J & P Promotions. 6th Annual Parts Extravaganza & Bike Show. St. Paul Civic Center, St. Paul. Info 319/462-6011.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.
NEW MEXICO DESERT RACE
Tarantula 100. Prairie Dawg M.C., Red Sands, Alamogordo. Info 505/434-0454.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses Point. Info 518/493-5701.
NEW YORK MUD/SNOW SCRAMBLES
Owego Motorsports Park, Owego. Info 607/748-6049.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. info 919/875-3805.
NORTH CAROLINA HARE SCRAMBLE
NCHSA Team Race. Wilkes County MX Park, Lenoir. Info 704/758-9181.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Vinton County, McArthur. Info 614/596-2057.
OHIO HARE SCRAMBLE
CRA Series. Salem M.C., Salem. Info 216/482-2971.
OREGON SUPERCROSS
• CMC. Albany Supercross, Albany. Info 503/928-4474.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
AMA SE Regional C'ship Mega Series. Dunlop Day. Muddy Creek MX, Blountville. Info 615/323-5497.
TEXAS CROSS COUNTRY
TCCRA Series. Flying P Ranch, Weatherford. Info 817/346-1132.
TEXAS ENDURO
Sabine Enduro Circuit. Sidewinders Enduro, String Prairie. Info 903/845-3553 or 504/928-2117.

March 12

ALASKA ICE SPEEDWAY
• Alaska World Cup Ice Speedway C'ship. John Carlson Community Activity Center, Fairbanks. Info 602/299-0206.

March 12-13

OKLAHOMA SHORT TRACK
Motor Sports of America. Expo Square Pavilion, Tulsa. Info 1-800-544-8714.

March 13

ALASKA ICE SPEEDWAY
• WSRA/ICE. World Cup Ice Speedway Final. George M Sullivan Arena, Anchorage. Info 602/299-0206.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Over The Hill Gang. Barona Oaks, Ramona. Info 818/346-1247.
CALIFORNIA MOTOCROSS
GFI/MotoWest. Carnegie Cycle Park, Livermore. Info 408/238-8208 or 223-8168.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-6139.
MEXICO ENDURO
Tecate 250. Los Ancianos M.C., Tecate, Baja, B.C. Info 619/460-1700 or 281-1400.
NEW YORK ROAD RACE
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OREGON SHORT TRACK
• Rusty McGrath Racing. Jackson County Expo Park, Central Point. Info 503/664-4217.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717759-2841.

March 13-14

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs. 4th Annual Dog Run, Jerry Brennemen Memorial Dual Sport Ride. Dick Allen's, Newhall. Info 805/259-8460.

March 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
GFI Weekend of Champions. Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA YSR RACE
CMRRA. Amago Raceway, Palomar. Info 714/891-0187.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA HARE & HOUND
Invaders MC 24th Annual Saucer Run H & H. Teagle Wash, Red Mountain. Info 619/947-5477.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
CMC. U.S. Amateur Nat'ls. #2. Barona Oaks, Ramona. Info 619/246-7262.
COLORADO MOTOCROSS
• SRAC/RMP. Erie Raceway, Erie. Info 303/477-5333 or 933-7722.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
FLORIDA MOTOCROSS
FMC Series. MX of Marion County, Reddick. Info 904/353-8800.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cherokee H.S., Maxeys. Info 404/453-2211 or 453-4047.
GEORGIA MOTOCROSS
Bremen MX, Bremen. Info 404/941-8464.
IDAHO MOTOCROSS
• Owyhee M.C., Boise. Info 208/384-5512.
ILLINOIS SWAP MEET
J & P Promotions. McCormick Place West, Chicago. Info 319/462-601 1.
ILLINOIS MOTOCROSS
AMA/D-17. Central IL M.C. clubgrounds, Neoga. Info 217/895-2816.
KENTUCKY MOTOCROSS
Season Opener. Sheltowee Series.

Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY HARE SCRAMBLE
Eagle Creek M.C. Park, Owenton. Info 606/472-3442.
LOUISIANA ENDURO
AMA/SERA/BJEC/SEC. LA Trail Riders Assn. Kisatchie Nat'l Forest, Vernon District, Pitkin. Info 504/748-8693 or 8569.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MISSOURI MOTOCROSS
AMA/D-22/Midwest Motosport. Kahoka. Info 816/727-2136.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
AMA/D-29. Top Gun, Iron Station. Info 704/596-6577 or 732-8200.
OHIO HARE SCRAMBLE
CRA. 3-Hr. Mansfield M.C., Mansfield. Info 419/524-1347.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO MOTOCROSS
AMA. Treaty City M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
AMA/D-11. Athens M.C., Athens. Info 614/592-1692.
OKLAHOMA CROSS COUNTRY
OCCRA. Stillwater. Info 405/386-6088 or 390-8812.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
• MXNW Series. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA
HARE SCRAMBLES
AMA/D-6. Flying Dutchmn M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama Nat'l C.C. Series. Dallas Ricker, Greeneville. Info 615/234-0772.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS HARE SCRAMBLE
Texas C'ship Series/DBSA. Zars Ranch, Floresville. Info 512/545-4892.
TEXAS SWAP MEET
Swap Meet/Show/Expo. San Antonio Convention Center, San Antonio. Info 214/216-5520.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids OV Park, Richland. Info 509/837-3595.

March 20

CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA VINTAGE RIDE
Garage Company, Los Angeles. Destination: KPFK Radio. Info 310/821-1793.
FLORIDA MOTOCROSS
ProSports USA Spring Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
Owyhee M.C. Fair Building Arena, Caldwell. Info 208/384-5512.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 513/874-8400.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.
WASHINGTON TT
AMA/D-27. Oakwood Arena, Roy. Info 206/536-1620.
WASHINGTON OFF ROAD
MTEG Stadium Off Road Series. Kingdome, Seattle. Info 714/938-4100.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615.
March 20-21
CALIFORNIA ROAD RACE
• Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
CALIFORNIA MOTOCROSS
OTMX Nat'ls. OTMX & OTHG. Los Angeles Raceway, Palmdale. Info 818/346-1247.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041.

March 21

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
• CMC AZ. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA MOTOCROSS
GFI/MotoWest. Hollister Hills Round #2 Weekend of Champions Series. Hollister, Info 408/238-8208 or 637-2073.
CALIFORNIA YSR RACE
Nor Cal YSR 50 C'ship Series./Capitol Yamaha. Prairie City OHV/Rattle Snake Raceway, Sacramento. Info 916/537-7141 or 485-9200.
CALIFORNIA DESERT RACE
SDCSCI/FRT/D-38 C'ship Series. Cycle Parts West March Madness Team Race. Plaster City West, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CRC. Starwest Raceway, Moreno Valley. Info 805/272-8889.
CALIFORNIA MOTOCROSS
D-36/J & S Promotions. Nor Cal Series Round 6. Carnegie SVRA, Tracy/Livermore. Info 510/455-1318.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA ENDURO
AMA/D-37. Prospectors MC 39th Annual Gold Rush Enduro. Searles Station, Red Mountain. Info 310/830-4025 or 619/243-4979.
CALIFORNIA MOTOCROSS
• AMA/D-36. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CALIFORNIA GRAND PRIX
Double Cross. Sunrise Valley Raceway, Adelanto. Info 714/371-6333.
CALIFORNIA MOTOCROSS
Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA DUAL SPORT
AMA/D-37. Ride For Kids Dual Sport. Honda Rider Education Center, Colton. Info 310/783-3786.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo Motosports Par, Pueblo. Info 719/543-6501 or 303/933-7722.
DELAWARE HARE SCRAMBLES
ECEA/D-7/Delaware Enduro Riders. Gunning Bedford School, Delaware City. Info 302/834-4411.
FLORIDA MOTOCROSS
FMC/ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA TRIALS
FTA Series. Central FL Trials Club, Crooms Park, Brooksville. Info 407/876-1214.
FLORIDA MOTOCROSS
FMC. Dade City Raceway, Dade City. Info 904/353-8800.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Green Acres, Marion. Info 316/636-5113.
KENTUCKY HARE SCRAMBLES
AMA Nat'l C'ship Series. Western KY Trail Riders, Cadiz. Info 502/522-6624.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc Billings. Info 417/744-2593.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/267-4392.
NEW YORK MUD/
SNOW SCRAMBLES
Owego Motorsports Park, Owego. Info 607/748-6049.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC. Albany SX, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
D-6. Pagoda M.C., Birdsboro. Info 215/582-3717.
PENNSYLVANIA
HARE SCRAMBLES
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE MOTOCROSS
AMA/S.E. Regional C'ship. Mega Series. Scott USA Day. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS CROSS COUNTRY
TCCRA Series. Waco Eagles MX, Waco. Info 817/346-1132.
VIRGINIA HARE SCRAMBLES
VA Sate C'ship. Blue Ridge Cycle Club, City Reservoir, Martinsville. Info 703/632-5931.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.

March 27

CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2727.
CALIFORNIA MOTOCROSS
Racing Enterprises.Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
AMA/D-36/ Round #4 NorCal Challenge. Hollister Hills GP Track, Hollister. Info 510/687-1777.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Spring Series. ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
OHIO MOTOCROSS
AMA/D-11.Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Delaware County Fairgrounds, Delaware. Info 614/596-2057.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.

March 27-28

GEORGIA TRIALS
Southeastern Trials Riders Assn. Bremen. Info 615/842-8288.
IDAHO MOTOCROSS
• Owyhee M.C., Boise. Info 208/384-5512.
MARYLAND MOTOCROSS
AMA/D-7 & 13. Loretta Lynn's Area Qualifier. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
PENNSYLVANIA MOTOCROSS
Loretta Lynn's Area Qualifier. The Challenger, Jacksonville. Info 412/726-5494.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

March 28

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS ENDURO
Black-Jack Enduro Circuit. Cass. Info 316/342-4436 or 903/832-5323.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Rovers MC. Rover Boner Run, Lucerne Valley. Info 714/693-1025.
CALIFORNIA MOTOCROSS
GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA SWAP MEET
SCQ Promotions M/C Parts Exchange. Long Beach Veterans Stadium, Long Beach. Info 310/323-9611.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMC. U.S. Amateur Nat'ls. Sunrise Valley Raceway, Adelanto. Info 916/246-7262.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
COLORADO MOTOCROSS
• SRAC/CMP. Lakewood. Info 303/788-7722 or 933-7722.
FLORIDA MOTOCROSS
AMA Loretta Lynn's Area Qualifier. MX of Marion County, Reddick. Info 904/353-8800.
FLORIDA MOTOCROSS
Wausau MX , Wausau/Chipley. Info 904/638-1012.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
ILLINOIS MOTOCROSS
AMA/D-17. Central IL M.C. club-grounds, Neoga. Info 217/895-2816.
INDIANA GRAND PRIX
AMA/D-15/Leisure Time GP. Medaryville. Info 317/897-3127.
LOUISIANA ENDURO
SERA Enduro Series. Acadiana Dirt Riders, Forest Hill. Info 205/979-4542.
KENTUCKY MOTOCROSS
Sheltowee Series. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
Pendleton Co. M.. Park, Gardnersville. Info 606/472-3442.
LOUISIANA ENDURO
Sabine Enduro Circuit. Cajun Classic Enduro, Forest Hill. Info 903/845-3553 or 504/928-2117.
MARYLAND HARE SCRAMBLES
Antietam M.C., Hagerstown. Info 301/797-8686.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
NEW YORK HARE SCRAMBLES
Palmyra Racing Assn. Hogback Hill Raceway, Palmyra. Info 315/597-6039.
NORTH CAROLINA ENDURO
SETRA C'ship Series. Brown Mountain Lights Enduro, Lenoir. Info 704/872-1820.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO MOTOCROSS
AMA. Treaty M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
AMA/D-11/Dynamic Promotions. Hidden Hills Raceway, Athens. Info 614/593-6704.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.
OREGON MOTOCROSS
• Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA SWAP MEET
J & P Promotions. 8th Annual Parts Extravaganza, Farm Show Complex, Harrisburg. Info 319/462-6011.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Sandhills, Chesterfield. Info 704/596-6577 or 732-8200.
TENNESSEE HARE SCRAMBLES/
CROSS COUNTRY
AMA Nat'l C'ship H.S. Series/Wisco/ Yamaha/Yokohama GNCC Series. Loretta Lynn's Ranch, Hurricane Mills. Info 304/594-1157 or 615/296-7700.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS HARE SCRAMBLES
TX C'ship H.S. Series. Trail Riders of Houston, Bastrop. Info 713/933-0900 409/948-3360.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTONMOTOCROSS
• CMC/SMC Warm-Up. Jolly Rogr Race Track, Seattle. Info 206/241-6071.
WISCONSIN SWAP MEET
J & P Promotions. 12th Annual Parts Extravaganza. Dane County Expo Center, Madison. Info 319/462-6011.

April 2

CALIFORNIA MOTOCROSS
GFI Racing North Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento. Info 916/363-2653.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.

April 2-3

TEXAS DRAGS
AMRA All Harley Drag Series. North American Spring Nat'ls. Texas World Speedway, College Station. Info 214/864-4647.

April 3

CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
GFI/MotoWest. Hollister Hill GP Park, Hollister. Info 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
• CMC Desert Classic #8. Blythe Raceway, Blythe. Info 602/863-1028.
CALIFORNIA MOTOCROSS
Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA TRIALS
AMA/Sacramento PITS. Vintage/ Beginner Observed Trials. Mammoth Bar, Auburn. Info 916/967-0262.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA DESERT RACE
FRT/Superstition C'ship Series/The Buzz Bob 150. Plaster City East, El Centro. Info 619/427-5759.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 791-8970.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 904/353-8800.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

April 3-4

CALIFORNIA TRIAL
AMA/PITS Vintage/Beginner Trial. Mammoth Bar OHV area, Auburn. Info 209/293-4763.
CALIFORNIA MOTOCROSS
• Coors Light Series. Sacramento Raceway, Sacramento. Info 805/944-5454.
CALIFORNIA OFF ROAD
Off Road Poker Run for MDA. Stoddard Valley open area, Slash X Cafe, Barstow. Info 619/252-1197 or 702/897-7769.
CALIFORNIA ROAD RACE
American Road Racing Assn. Bakersfield Raceway, Bakersfield. Info 209/723-9454.
MEXICO DUAL SPORT
Baja Promotions/Team Dual Dogs. Trails of Tecate Dual Sport/Trail Ride. Santa Veronica Off Road Country Club, Tecate. Info 818/701-1913 or 340-5750.

April 4

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MARATHON
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA GRAND PRIX
AMA/D-37/Best of the West Series. Hilltoppers M.C. GP. Carlsbad Raceway, Carlsbad. Info 213/428-4971 or 714/898-4557.
CALIFORNIA GRAND PRIX
• CRC. Golden Bear GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROAD RALLY
NorCal BSA. Milanis 8th Street Bar, San Rafael. Info 415/459-9947.
CALIFORNIA MOTOCROSS
• CMC AZ. Blythe Raceway, Blythe. Info 602/863-1028.
CALIFORNIA ROUGH SCRAMBLES
AMA/Chicken Ranch Racing Enterprises. Argyll Park, Dixon. Info 916/989-4938.
CALIFORNIA HARE SCRAMBLES
AMA Nat'l C'ship Series. Redding Dirt Riders, Redding. Info 916/223-5600.
COLORADO MOTOCROSS
• SRAC/M&M Connections. Aztec Raceway, Colorado Springs. Info 303/933-7722.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cracker 50 Hare Scrambles. Maxeys. Info 404/373-3447.
INDIANA HARE SCRAMBLES
Haspin Acres Rec. Motor Park, Laurel. Info 513/874-8400.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Sprockets II 2-Man(River). Arkansas City. Info 316/636-5113.
KANSAS MOTOCROSS
KMSA/Midwest MX. Great Bend Recreation Area, Great Bend. Info 913/842-8272.
KENTUCKY MOTOCROSS
Sheltowee Series. Daniel Boone MX Park, London. Info 606/877-1364.
MICHIGAN MOTOCROSS
D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.
NEW YORK MOTOCROSS
AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
CRA. Salem M.C. Club, Salem. Info 216/482-2971.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Draper Lake, Oklahoma City. Info 405/386-6088 or 390-8812.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE HARE SCRAMBLES
AMA Mid-South Winter H.S. Series. Centerville. Info 615/331-1475.
TEXAS CROSS COUNTRY
TCCRA Series. Thunder Mountain, Jacksonville. Info 817/346-1132
WASHINGTON MOTOCROSS
• CMC Gold Star #1. Seattle Int'l Raceway, Seattle. Info 206/241-6071.

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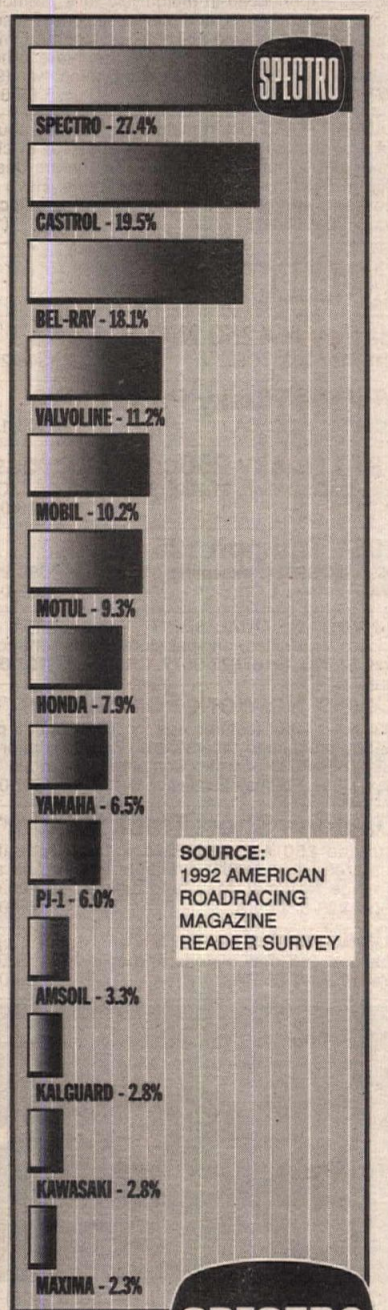

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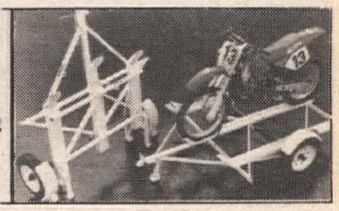

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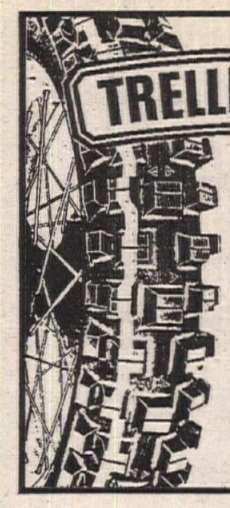

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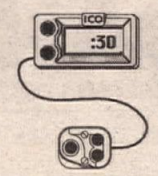
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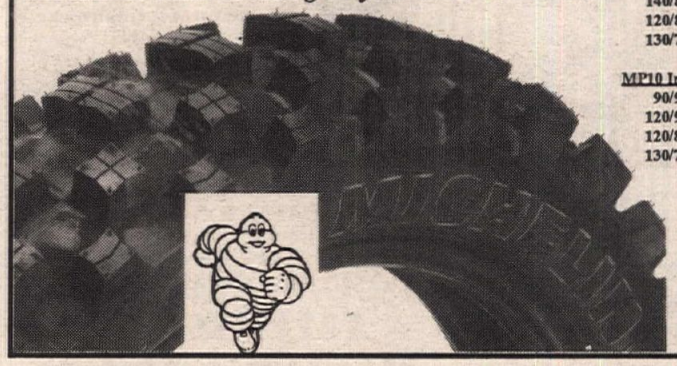

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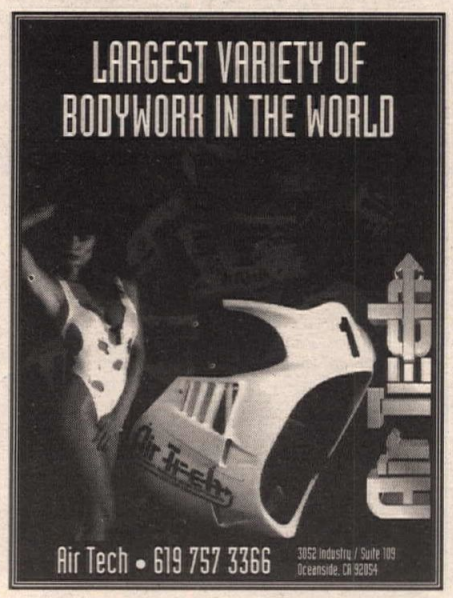

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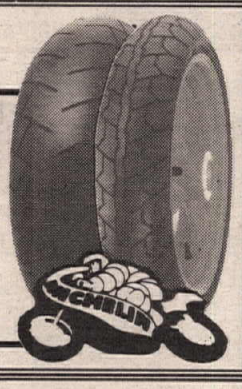

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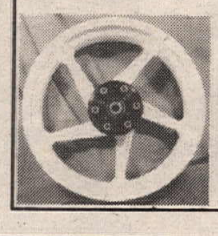

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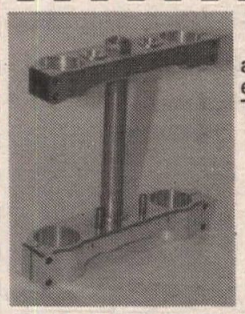

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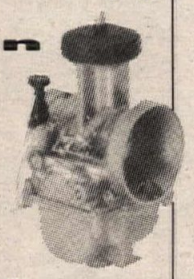
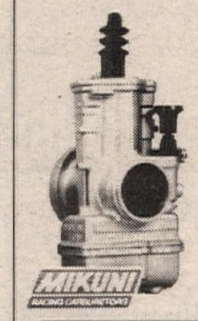
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150hp, 1127, frames, front ends, Marvic wheels, braced swingarm, pipes, brakes, shocks, body work, parting 91, 750 motor, 38mm cv's, 41mm Keihin. Must sell. (818) 998-3490. CA. (109-10)

Honda Hawk GT650 Breaking
Daily transport breaking to make project bike. Everything except frame, s/arm, r/wheel, tank. Must go, all perfect. (310) 438-5581. CA. (109)

GSXR 750 PARTS: Curved oil cooler for 90, not used, for $300; magnesium rear wheel $250, both for $575. Leave message, (918) 592-5829. OK. (109)

600 ROTAX ENGINE, proven winner, must sell! Make offer (309) 274-4279. IL. (109)

New Sachs 250cc Engine
With carb and electrics, Fox airshoxs, 17 1/2" rebuilt, T&M radial head for CR125. Make offer, leave message. (805) 684-4244. CA. (309)

Cash For Your Old Boots!
Wanted: old worn out black motocross boots. Absolutely any condition and age! $30 to $80. Evenings, weekends, (800) 852-7394. IN. (309-16)

'89 FZR400 Superbike
Fresh eng, 1mm pistons, advancer head work, V&H exhaust, Noleen, $3,200 or trade for ?. (818) 355-0848. CA. (309-10)

'88 Honda NT650/RC31 Frame
Frame is straight, in good condition, $350. Ask for service department. (302) 322-4120. DE. (209)

WANTED: stock pipe '92 KX 250, new condition, $25. (209) 686-4048. CA. (109)

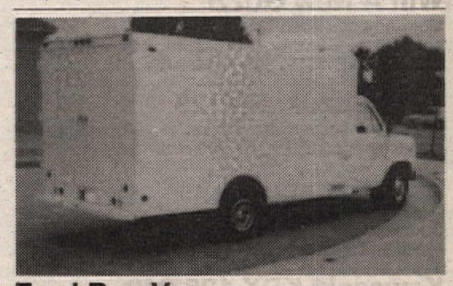
Motorcycle Trailer
3 rails or 2 rails plus storage box, 15" wheels, tows smoothly at high speed, $395/obo. (714) 586-4928. CA. (109-10)

1992 Kawasaki KDX 200
Works kit, dependable bike, needs nothing. $2,195. (219) 358-8735. IN. (109)

YAMAHA OHLINS 360 kit, complete for '88-'90 YZ 250. Includes spare piston, rings, gaskets. (517) 437-7513. MI. (109-12)

1989 RMX250, PRO CIRCUIT, Moose, Factory Connection susp., Renthal, Metzelers, expert maintained, excellent, $2,200 or offer. (315) 593-1214. NY. (109)

1984 Kawasaki 750 Turbo
16k miles, never down, Corbin, Krauser. New Michelins, new o-ring, chain & sprockets. Factory manuals. Many spares incl. engine & black box. $3,500. Bill (616) 834-5983, leave message. MI. (109-10)



Ford Box Van
Graman box, new 460 rebuilt C-6, water tank, compressor, generator, work bench, everything new or rebuilt. $10,000. Dana or Jim Wiggins. (109/P)

RC30 49 State
New house forces sale, 2,000 miles, $12,000/obo. (805) 541-4358. CA. (309-10)

Kerker White Tip
Brand new in box, for '86-'87 VFR750/700. $200. (312) 539-4600. 4 & 6 Cycle. IL. (309)

'93 KX125 Engine
Brand new, never used. Built KDX200 powered KX125, don't need engine. Sell engine, pipe, ignition. $1,000. Takes all. Leave message (602) 246-6693. AZ. (309)

ZX7 Parts
Fits '91-'92 ZX7, Fox shock, $300, 38mm CV carbs with dynojet $150, NEP adjustable cam sprocket kit $150. (714) 458-1491. CA. (309-10)

1979 HONDA CBX, PM wheels, 6-1 header, Calfab swingarm, $3,500 firm; $4,000 for bike, extra engine, frame, and misc parts. E.S.T. (615) 688-4738. TN. (309)

1990 TZ 250 Parts-Spares
Complete engines, gas tank, pipes, etc. (818) 774-9871. CA. (309-10)

Parting 92 Katana 600
(508) 644-3111. MA. (109-10)

Parting 89 EX500
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Parting 91 Katana 1100
(508) 644-3111. MA. (109-10)

Parting 89-92 ZX-7
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Parting 92 GSXR600
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Parting 89-92 FZR600
(508) 644-3111. MA. (109-10)

Parting 92 Honda CBR600 F-2
(508) 644-3111. MA. (109-10)

Parting 90 Honda CBR600
(508) 644-3111. MA. (109-10)

Parting 90 Honda CB-1
(508) 644-3111. MA. (109-10)

1987 XR 600 Honda
New tires, rebuilt trans, new top end, new cams, runs great, registered for street, $1,350/obo. (909) 980-0446. CA. (109-10)

CBR's
Two 1000's, two 600's, street and race, call for details, $2,000 to $4,800. (206) 857-6952, (206) 229-2844. WA. (309-10)

NINJA 900 PARTS: Works Performance shock $200, 4x18 GSXR rear wheel, rotor, caliper, axle, spacers to fit Ninja with 150x70 Michelin $225. V&H ignition advancer $20. Lockhart red tint windshield $20. Tank cover $20. Corbin gunfighter and lady $95. Stor handle bar adapter and bar $80. K&N filters $45. ZX1000 carbs $100. (216) 726-5842. OH. (109)

'83-85 GPZ 750 OR TURBO. Fox shock $200, Corbin Gunfighter and lady $95, Lockhart smokie shield $20, tank cover $20. (216) 726-5842. OH. (109)

1990 Husqvarna 510
Up-tight pipe, Race Tech front and rear, fresh top end, liquid cooled, great cond., $2,500. (714) 974-0777. CA. (109-12)

FAIRINGS, ALL NEW hand laminated fiberglass, Suzuki '86-88 GSXR 750&1100, Katana 750, FZR600, RZ350 stock and full $50 to $500. (310) 907-4343. CA. (109)

1990KTM 600, WELL MAINTAINED, runs great, many extras, $2,800/obo. (213) 254-5408. CA. (109-10)

Parting Out 1990 FZR1000
1986 GSXR 750, 1982 900F, 1983 1000F, 1992 ZX7, 1992 GSX, 750 Mikuni 36mm flat slides, 1 fits GSXR's, one fits FJ1100 and FJ1200, 33mm smooth bores fits 900 and 1100 Hondas, Keihin 31mm Kaw. Wanted Keihin 39mm down draft for ZX10-11. Jerry (413) 536-8138. MA. (109)

GARAGE SALE: '83 CR600, good shape, $450; '83 CR600 flattrack, r/hshift, 14" rear, Jemco fast, m/xpts, $800; '84 CR80 basket $100; '73 250 Pursang, nice, S&W, fast, $900; '74 360 Astro, new motor, great vintage or shorttrack, spares, $1,500; '77 370 Frontera "Mr. Dependable" $750; '58 Triumph cub, lots of parts, $350; '31 Harley VC, needs assembly, 50's style $3,000. Cash talks, (707) 923-2085 nites, (707) 923-2800 days. CA. (109-10)

Win A New Guzzi
Moto America open house. Free food, bike show & poker run. Sunday, April 25th. 1004 Main St., Lillington, NC. (919) 893-3914. NC. (209)

1991 Suzuki RM125
Pro Circuit suspension, engine, pipe, many spares, immaculate condition, $1,900/obo. (415) 868-9650. CA. (309-12)

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Complete set of stock bodywork, red and white, in excellent condition. (619) 631-4430. CA. (309-10)

Kawasaki KDX 125-240
KX125 frame, 200 KDX engine, made to 240cc, all trick, loads of extras, too much to list. $2,200. (619) 240-3317, (619) 240-3232. CA. (309-12)

1988 KDX 200, white, excellent condition, must sell, $1,000. (818) 240-3512. CA. (309-10)

1990 Kawasaki KX60
Excellent condition, $1,150/obo. Will consider trade for quad. (619) 323-3853. CA. (309)

1980 TY250 YAMAHA TRIALS-European model, 51 miles on bike, asking for $2,000. (908) 367-3559. NJ. (309)

'92 ATK 605 EFI-ES
600cc, new gray engine, '93 updated. EFI electronics, dual rear brakes, adj. forks, very little use. Runs awesome! $5,700. (314) 427-1204. MO. (309)

Kawasaki ZX7R Superbike
PM wheels, Ohlins shock, Muzzy parts, titanium pipe, Air Tech, $12,000. (707) 542-6305. CA. (309-10)

WANTED: HEADLIGHT AND radiator for '87 Honda Hurricane 600. (608) 783-3504. WI. (309)

'91 KTM 250 EXC
Pro Circuit seat, '92 pegs, busters, extras, $2,200. (703) 362-0910, (703) 772-5978. VA. (309-11)

'90 FZR1000 & 600 Parts
FZR1000. Rear wheel assembly $240, clutch m/c, foot control assemblies, hand controls, cylinders, carbs, starter, seat sub-frame '91. *FZR600 grey rear wheel $120, front wheel $120, front rotors, $75 each, generator, carbs, electrics, controls, lights, engine covers. Call Dave (914) 623-5446. NY. (309)

GSXR 750 & 1100 Parts
91-92 750 crankshaft $120, clutch $65, cylinders $120, alternator $60, starter $35, foot control assemblies $45 each, front master cylinder $65, instrument assembly $175, calipers $45 each, electrics, controls. *88-89 750 swingarm, carbs, brakes, controls, triple clamps. *91-92 1100 stock exhaust, controls and master cylinders, carbs, etc. Call Dave (914) 623-5446. NY. (309)

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BRAND NEW 1990 RC30. Never ridden, will deal. Ask for Guy. Alamo Cycle-Plex. (210) 684-4341. TX. (209-12)

RESULTS

Observed Trials PITS Final Pt. Stdgs 1992 Vint/Beg Series Northern Calif. By Don Williams

PREM L/W MSTR	
Neil Belvoir	57
Ken Mrecak	37
PREM L/W ADV	
Derek Belvoir	120
Mike Atkins	71
Ernie Stair	43
John Greer	38
Jim Lerer	37
PREM L/W INT	
Jim Cameron	111
Lynn Boyer	74
Doyle Cook	40
John Ford	32
Carl Donelson	20
PREM L/W BEG	
Bob Paradis	20
PREM H/W MSTR	
Ken Dodge	80
Ken Marecak	17
PREM H/W ADV	
Dick Mann	89
Ken Marecak	77
Steve Meyer	52
Ken Dodge	37
Peter Ford	32
PREM H/W ADV/INT	
Dick Mann	20
Peter Ford	17
PREM H/W INT	
Mike O'Brien	114
Steve Martin	77
Fred Mork	33
Derrell Johnson	20
MOD CLASSIC MSTR	
Mike Fenner	117
Paul Olliges	109
Steve Darrow	77
Jim Winter	70
Bret Mooreshead	35
MOD CLASSIC ADV	
Jim Porter	88
Cecil Rendon	88
Chuck Dewitt	87
John Appel	66
Bob Williams Jr.	60
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Jon Scudder	97
Matt Chitiea	73
Mary Rock	59
Kay Mann	52
MOD CLASSIC BEG	
Jeanne Dewitt	77
Shane Morrison	20
Janice White	20
Jim Barber	20
Teresa Proehl	20
MOD BK MSTR	
Steve Rasmussen	89
Ken Williams	75
Rob Tufford	52
Patrick Washington	28
Jeff Irwin	23
MOD BK ADV	
Bruce Monighan	20
Chuck Dewitt	20
Greg Matoon	17
Fran Webb	17
MOD BK INT	
Teresa Weber	40
Karen Oswald	20
MOD BK BEG	
Cammy Flaherty	20
Susan Gunn	20
JR ADV	
Steve Varnell	20
Kirk Head	20
Ian Essary	20
Jeremy Appel	20
Jesse Smith	17
JR INT	
Jeremy Appel	80
Malcolm Walker	58
Robbie Rasmussen	45
Bucky Martin	37
Jesse Smith	20
JR BEG	
Melissa Fenner	99
Robbie Rasmussen	60
Logan Washington	60
Greg Erwin	51
Brandon Rose	38

Motocross Sandhill MX Park Chesterfield, SC Feb. 14 By Jim Rice

250 A	
Kevin Walker	Yam
Richad Iberson	Kaw
Kirk Johnson	Yam
Ben Ruthledge	Kaw
Marcus Cannon	Yam
250 B	
Mitch Jones	Hon
Mitchell Hodges	Kaw
Anthony Fitch	Hon
Michael Church	Hon
Thomas Williams	Kaw
80 7-11	
Jared Black	Suz
Jothan Nicshl	Yam
Casey Barners	Suz
Nicholas Roberts	Hon
Bryan Weatherly	Kaw
250 C	
Michael Edwards	Suz
Marc Woods	Yam
Sandy Fulh	Suz
Steve Schryver	Yam
Steve Tolbert	Hon
50	
Stephen Martine	Yam
Justin Rosser	Yam
Aaron Willis	Yam
Kenneth Watrous	Yam
Brandon Puckett	Yam
+30	
Joe Norder	Suz
Kerry Jones	Suz
William Bryant	Yam
Richard Williams	Kaw
Brian Graham	Hon
+40	
Steve McSwain	Suz
Billy Privatte	Hon
80 SR MINI	
Marcus Hedrick	Suz
Eric Barnes	Suz
Zack Yonce	Kaw
Nicholas McAllister	Yam
Richard Childeress	Yam
60	
Chris Willis	Kaw
Brandon Privatte	Kaw
Jared Quilken	Kaw
Joshua Martin	Kaw
Michael Willis I	I Kaw
U/L	
Steve McSwain	Suz
David Price	Hon
Mitch Jones	Hon
Shane Lawson	Hon
Anthony Fitch	Hon
SCHBY	
Scott Beard	Suz
Brian Lane	Kaw
Davis Cranford	Suz
Christopher Bohner	Kaw
Jason Terry	Kaw
S/MINI 12-15	
Marcus Hedrick	Suz
Zack Yonce	Kaw
Johathan Nirschl	Yam
Jered Black	Suz
125 B	
Wesley Garmon	Kaw
Chad Newton	Suz
Shane Lawson	Hon
David Price	Hon
Clete Lawson	Kaw
125 A	
Braham Stovall	Kaw
Kevin Walker	Yam
Craig Johnson	Hon
+25	
Steve McSwain	Suz
Kerry Jones	Suz
Joe Dorder	Suz
Michael Church	Hon
Thomas Williams	Kaw
125 C	
Sidney Williams	Kaw
Scott Beard	Suz
Chris Bohner	Kaw
Marc Woods	Kaw
Shane Fox	Hon

Ice Race Wisconsin State Ice Championships Dexterville, WI Feb. 21 By William Bell

OPEN PRO
Cliff Eckes Jr.
Don Waldbuesser
Jeff Fredette
200 NOV
John Strangfeld
Steve Steart
Joel Bayerl
250 PRO
Jeff Fredette
John Dillenburg
Randy Livingston
SPTSMN
Mark Rohlfing
Glen Kaiser
Mark Falkowski
SR
Jeff Fredette
BillHofmister
Gerry Thrune
Woody Eckes
250 NOV
Ben Lewis
Mark Diesi
Charlotte Waldbuesser
JR
Jeremy Smith
Tony Montgomery
Jacob Ryun
NOV MX
Al Bahke
Curt Bunge
Larry Fox
RUBBER NON-STUD
Gerry Thrune
Pete Theis
Don Meyer
OPEN NOV
Charlotte Waldbuesser
Larry Holder
Randy Weaver
PRO MX
Jack Potter
John Strangfeld
Ray Leggate

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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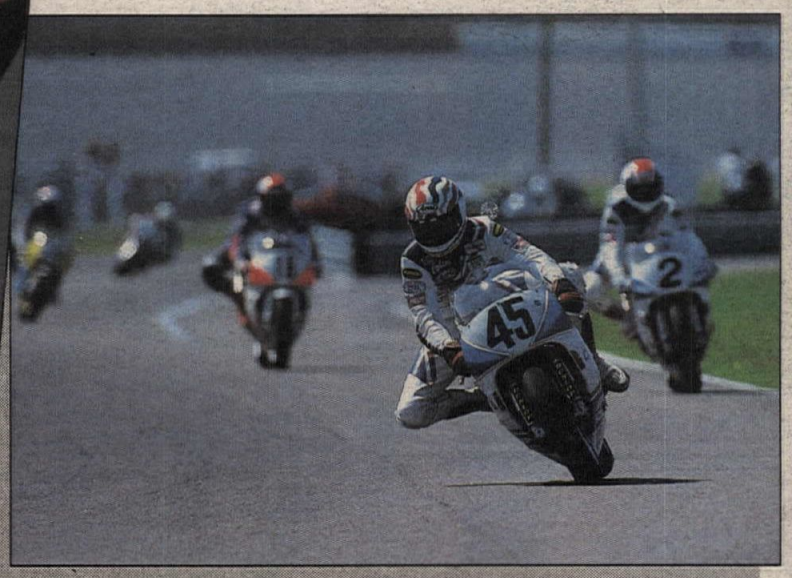

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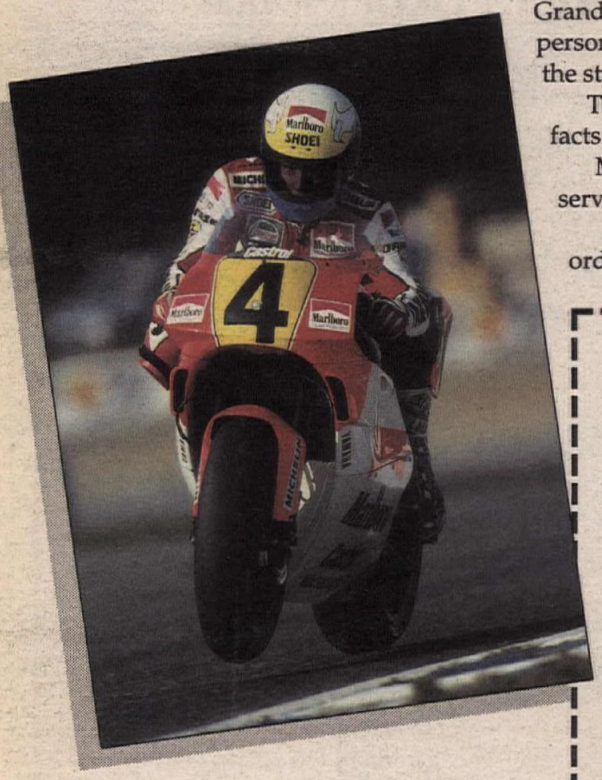

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